

NAVY T O D A Y

DEPLOYED TO
SOUTH EAST ASIA

OP PROTECT
DURING DELTA

CTF 150 MAKES
DRUGS BUST

Celebrating 80 years of the Royal New Zealand Navy



1941-2021

**RNZN
SHIPS**
poster inside

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“It’s kind of exciting to do something for the country. You feel useful, you feel like you’re having an impact on what the country is doing.”

– OET Jacob Burkhard, Operation Protect



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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Front cover:
The view from the cockpit of AOTEAROA's embarked Seasprite helicopter, as TE KAHA takes on fuel from AOTEAROA.

Photographer:
AHLM Tyson Turnbull.



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NZDefenceForce



Yours Aye

Chief of the Navy



Rear Admiral David Proctor
Chief of Navy

While Aotearoa had naval forces for many years prior, the title “Royal New Zealand Navy” was granted 80 years ago on 1 October 1941 by His Majesty King George VI. Normally such occasions are marked by parades, Church services, and celebratory events. However, like so many other things at the moment, our current environment necessitates alternative forms of recognition and celebration.

By the time you read this, a number of traditional ‘cake cutting’ events will have occurred. I thank Commodore Andrew Brown for officiating at the celebration in Wellington (I am typing this article from a Managed Isolation Facility... so no cake for me!), and I thank everyone else who participated in 80th anniversary events in New Zealand and around the world. I also thank the many Chiefs and sailors of other navies who have sent through congratulatory notes.

Our history is rich and varied and benefits hugely from the contribution made by tens of thousands of New Zealanders who made the choice to serve our nation in the Navy. Accordingly, and acknowledging the mahi of our predecessors, a well-researched and illustrated book has

been produced recording our journey through the last eight decades. The last few pages proudly shows what Te Tāua Moana o Aotearoa / the Royal New Zealand Navy is today. A copy can be purchased through the Navy Museum, at either the Torpedo Bay site or online. While ordering your book, you should have a look at the “Painting the Navy” website. Colin Wynn became the Royal New Zealand Navy’s official artist in 1983 and 21 of his artworks are featured, providing a snapshot into our Navy’s diverse and dynamic history. Have a look, you will not be disappointed.

Talking of our diverse and dynamic history, this 80th anniversary edition of *Navy Today* delivers a mix of modern and historical. What strikes me is the similarity of the historical with the current. So many of the stories are of interesting experiences in ships at sea and overseas. And ‘at sea and overseas’ is certainly appropriate to describe Te Tāua Moana o Aotearoa in the first week of October 2021. As I type I am mindful that just under 700 sailors are offshore, serving in all parts of the world. Add to this the 200 sailors serving in COVID-19 border protection roles, and over one third of our Navy is on Operations.

To my comrades, I thank you, and your whānau, for your sacrifice and commitment. Ours is a Navy that reflects our national character. We are a robust, diverse and influential arm of Aotearoa. We are expert in what we do and absolutely focussed on the security of our Nation and the wellbeing of our citizens and neighbours. As a Navy we professionally and confidently execute our mission, whether it be in New Zealand, in the Pacific, or around the world. We proudly advance New Zealand’s interests from the sea. For these I am honoured and privileged to say...

He heramana ahau.

IN

COM

This spectacular image, captured by Able Helicopter Loadmaster Tyson Turnbull in HMNZS AOTEAROA's embarked Seasprite SH-2G(I) helicopter, shows HMNZS TE KAHA (left) and AOTEAROA conducting a Replenishment at Sea (RAS) manoeuvre. This instance, taken during the ships' two-week passage to Guam, was unique in that it was the first-ever major concurrent serial, a RAS while conducting flying operations.



PANY



Photo: AHLM Tyson Turnbull.



It's an operation of many 'firsts', and there will be many more.

With the introduction of new capabilities following HMNZS TE KAHA's Frigate Systems Upgrade, and the first operational deployment for HMNZS AOTEAROA, this year's Operation Crucible sees our Navy reengaging with multiple countries and partners across three months.

The Naval Task Group TE KAHA and AOTEAROA – the latter with an embarked Seasprite SH-2G(I) helicopter – departed Devonport in early September. Approximately 270 Navy and Air Force personnel are deployed, including a medical doctor as well as medics.

Ahead of them is their participation in Bersama Gold 21, a major exercise on the international calendar marking the 50th anniversary of the Five Power Defence Arrangements between Australia, Malaysia, New Zealand, Singapore and United Kingdom. The task group will also interact with the United Kingdom's Carrier Strike Group, featuring HMS QUEEN ELIZABETH. A Royal New Zealand Air Force P-3K2 Orion will join in the exercises.

To mitigate the risk of COVID-19 transmission, the exercises are at sea and contactless.

But even before the big ticket items, there was plenty to do for both ships in the two-week passage to Guam. Travelling in company, it was a chance for both ships to conduct core training, numerous Replenishment at Sea (RAS) exercises, Officer of the Watch manoeuvres and in-company manoeuvring.

At one point TE KAHA, settled into a Defence Watch routine, detached to conduct an air defence exercise against a French military aircraft in the vicinity of New Caledonia. The Falcon 200 Guardian jet was tasked to buzz the ship low and fast, providing Air Defence training for the team.

A scenario was worked up where a Navy Rigid Hulled Inflatable Boat (RHIB) acted as an Opposition Force, threatening AOTEAROA. It was up to TE KAHA to provide force protection, with both ships manoeuvring in close proximity at high speed.

A unique moment for TE KAHA occurred on a later day, when a Hands to Bathe was called at Challenger Deep, the deepest known point on the earth at nearly 11km down.

The view from the cockpit of AOTEAROA's embarked Seasprite helicopter, as TE KAHA takes on fuel from AOTEAROA.



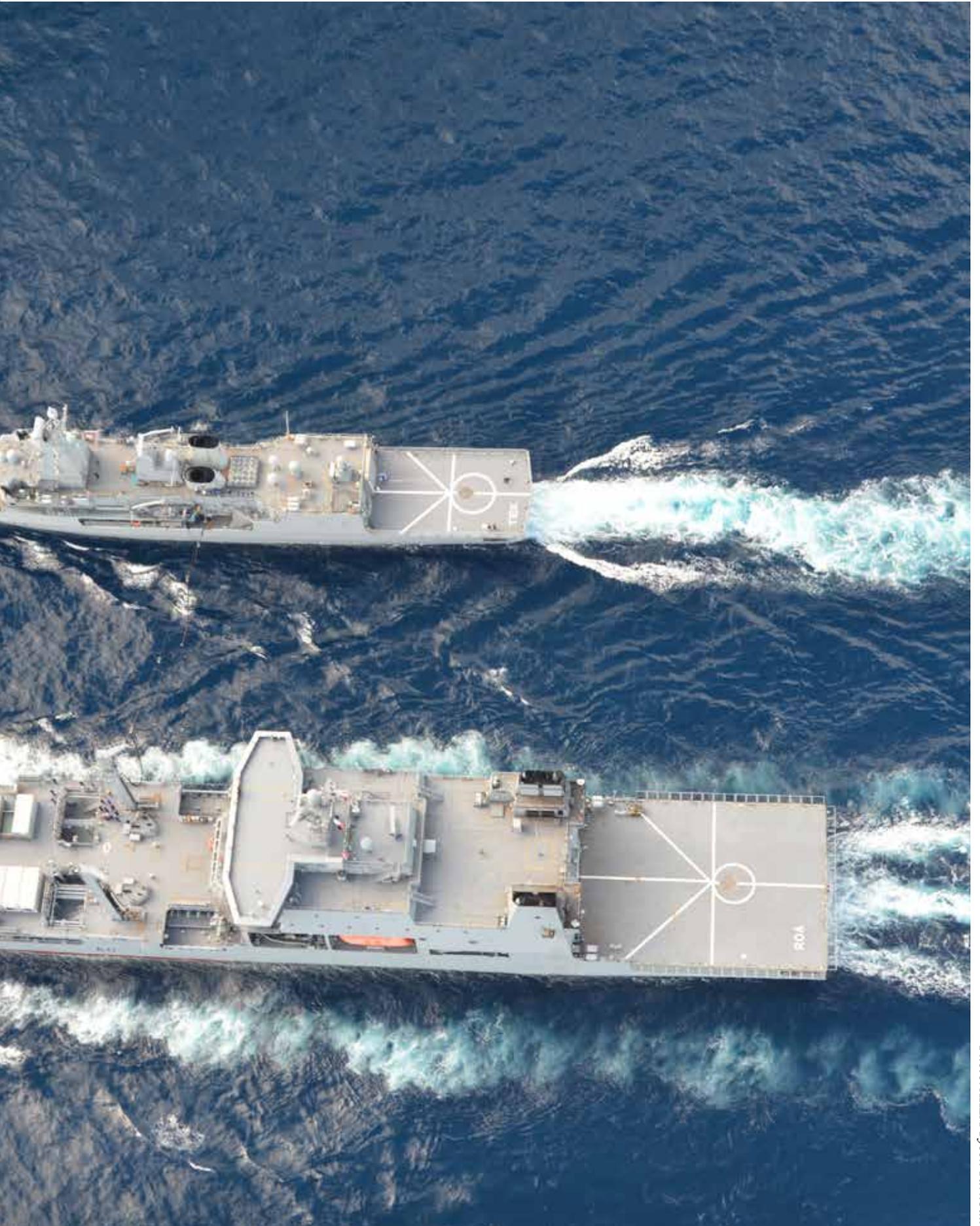


Photo: AHLM Tyson Turnbull.



As the ships approached Guam, they met up with USNS RAPPAHANNOCK, a Henry J Kaiser-class underway replenishment oiler, and USS CHARLESTON, an Independence-class Littoral combat ship. It was AOTEAROA's turn to receive fuel from RAPPAHANNOCK in a consolidation RAS. CHARLESTON conducted a divisional tactics exercise with TE KAHA, then AOTEAROA conducted another first – a simultaneous RAS manoeuvre with two ships, TE KAHA and CHARLESTON. While TE KAHA received fuel, CHARLESTON was only able to achieve a distance line, but it was nonetheless a great opportunity to prove the capability of two ships alongside, and showcase interoperability between two nations.

While in Guam, AOTEAROA uplifted F44 aviation fuel for her Antarctic resupply mission early next year, while TE KAHA conducted system calibration and testing.

The aim of Bersama Gold 21, to be held off the coast of Singapore and the Malaysian Peninsula, is to exercise FPDA defence forces in the conduct of Combined and Joint Operations in a multi-threat environment. The exercise will commence with Force Integration Training and conclude with a War-at-Sea exercise.

The interaction with the United Kingdom's Carrier Strike Group was at the invitation of the Royal Navy. Commodore Steve Moorhouse, RN, Commander of the Carrier Strike Group, posted in a tweet that he was looking forward to working alongside New Zealand "in this truly international exercise."



From top: The RAS team guide the fuel line out to USNS RAPPAHANNOCK.

Chief Operations Specialist Corey Woll, aboard USS CHARLESTON, observes HMNZS TE KAHA as the two ships conduct a divisional tactics exercise. Photo: US Navy.

USS CHARLESTON receives a distance line from HMNZS AOTEAROA in preparation for refuelling.

Opposite page: HMNZS TE KAHA (fourth from right at rear) joins the United Kingdom's international Carrier Strike Group. Photo: US Navy.





The Task Group is international by design and the opportunity to work with like-minded nations only strengthens our resolve and commitment to the region.”

It’s a view shared by Rear Admiral Jim Gilmour, Commander Joint Forces Headquarters, who said these exercises with international militaries enhanced interoperability and strengthened relationships, critical to NZDF’s contribution to the rules-based international order. “Deploying naval and air assets solidifies our long-standing relationships with our FPDA partners and our on-going commitment to the region,” Rear Admiral Gilmour said.

The core Carrier Strike Group is comprised of nine ships, 32 aircraft and one submarine, manned by 3,700 personnel from the United Kingdom, United States and the Netherlands.



CANTERBURY'S *new look*

HMNZS
CANTERBURY's
5-year survey
and docking
maintenance work in
Singapore continued
through September
and October.



CANTERBURY will receive new 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.

During her first docking period the ship was sandblasted, with the painting scheduled for the second docking period of three weeks, which will also see her propeller shafts and stern ramps refitted and all remaining maintenance completed.

Following the work, CANTERBURY will undertake a week of harbour trials, another week of sea trials, and then

depart for New Zealand later this month, returning in mid-November.

In New Zealand, contractor Babcock will carry out a replacement and modernisation of the Embarked Forces heads and bathrooms, mainly used by the embarked Air Force, Army and civilian personnel during CANTERBURY's varied missions. The galley floor is being lifted and replaced.

The Ship's Company, who have based themselves in Singapore for the duration, maintain a 24/7 presence in CANTERBURY. The crew must undertake twice-weekly testing for COVID-19, with restrictions remaining in place throughout Singapore.

“For the NZDF, at any one time, we have over 1,300 people working in managed isolation, which has enabled over 160,000 people to enter our country over the past 16 months. This is a long deployment, but our people are dedicated professionals, committed to making a difference, and I would just like to say, thanks.”

Commodore Mat Williams
Maritime Component Commander



OPERATION PROTECT DURING DELTA

WHAT DOES THE OP PROTECT PATCH MEAN?

Patches are an important part of military culture and when Operation Protect was stood up, it was only proper a badge be created. Badges identify a trade, task, or rank relating to that person. Those in our Defence Force who are tasked to Managed Isolation and Quarantine (MIQ) facilities, and are helping to protect Aotearoa against COVID-19, will wear the Operation Protect patch.

The Op Protect patch has two key symbols:

The Manuka flower has long been valued by Māori for its healing benefits. This medicinal legacy of the flower is why we chose it to represent our role in protecting the health of Kiwis.

The honeycomb is created by many bees working together toward a common goal. It symbolises our belief that by working together we can overcome the epidemic.

DOING IT FOR NEW ZEALAND

Ordinary Electronic Technician

Jacob Burkhard



Ordinary Electronic Technician Jacob Burkhard, 21, knew he and his mates would be staffing a Managed Isolation Facility at some point. He was looking forward to it.

When *Navy Today* caught up with him, he had just finished a two-week stint at the Holiday Inn at Auckland Airport. It's a 'half-and-half' facility, in that it handles standard returnees from overseas, but also – since the Delta outbreak – manages close community cases and symptomatic border cases.

OET Burkhard has to isolate for two weeks in another hotel, before returning to his trade training.

"It was my first time doing this," he says. "There's usually a six-week rotation – although we did just two weeks – and we were on eight hours' notice to go. I was looking forward to this. When you've been trade training for six months, it's kind of exciting to do something for the country. You feel useful, you feel like you're having an impact on what the country is doing."

As well as the standard mask-wearing, Defence personnel get a complete fit-out of heavier PPE, he says. "You get a gown, face mask, face shield, and they do a spray test on our faces, to make sure they have a proper seal."

OET Burkhard's main role was in security. "We run the front gate, check everyone that comes in, and processing positive patients who have been referred to us. We'd confirm who was on board, brief the driver, and send them through. We'd take people out for smokes and walks. It was almost non-stop."

The team were not staying at the hotel. "We have a forward operating base, where we stayed, and we transferred by vans to the Holiday Inn."

The most challenging aspect was working night shifts, something he had never done before. "You have six days on, two days off. Two morning shifts, two afternoon shifts, two night shifts."

He says the returnees were good to deal with. "They were appreciative of what we were doing. And it's a hotel – it's not that bad. Some didn't want to be there, but most were pretty chilled."

He'd do it again, he says. "My advice to others would be to get prepared for night shifts. But they brief you really well before you start."

OET Burkhard, who is from Silverdale, joined the Navy in September last year and "definitely got the timing right" in terms of passing his Basic Common Training between two lockdowns.

"When I'm doing this work, for me, it's seeing the cases drop. And it's knowing that the people in MIQF are safe. We're not fans of the lockdown, and the sooner it's over the better. But these people can't isolate at home, and had to come here. It's good to be able to help."

KEEPING DELTA CONTACTS SAFE

Warrant Officer, Combat System Specialist

Dean Fielding



When the border closures made international tourism a thing of the past, reservist Warrant Officer Dean Fielding's Marlborough Wine Tours business was facing lean times.

But while on a Defence Force course at Devonport Naval Base, a fellow Warrant Officer said, "I've got the job for you."

WOCSS Fielding has taken on a two-year contract with the Navy to work in support of Operation Protect. His latest stint is as the manager of the Managed Isolation and Quarantine Facility at the Holiday Inn, Auckland Airport, where he's been posted for the last 15 months.

He sees it as a great way of giving back to a service that has given him loyalty since he joined as a 16-year-old in 1988. He left the Navy in 2016 to start his company and reckons it's a two-way reward; his contracts in Auckland help keep his Blenheim business afloat.

He says the Holiday Inn has always been the 'special' hotel, one of a handful that can re-invent itself and take on dual roles due to its layout. Before the outbreak of the Delta variant in the community in August, the Holiday Inn was handling overseas returnees. At the time of writing this, the Holiday Inn was also an isolation facility for close community cases and symptomatic border cases, effectively a quarantine facility.

"It's an ever-evolving beast," he says. "And to say we've been busy, that's an understatement. Due to the team approach and the ability of the Holiday Inn team, we could change to meet the intent of the Auckland Regional Isolation and Quarantine Coordination Centre (ARIQCC). We'd love to be the sort of hotel that takes people off the flights and shuts its doors, but as the Auckland outbreak was hitting its peak, we were re-rolling as a quarantine facility – almost becoming the second Jet Park Hotel (which handles positive community cases and positive border cases)."

"My wife Jess (and my three-year-old daughter Aleisha) and I own a business, so I'm familiar with dealing with staff, with employees, and I understand those challenges. Then there's the returnees, or the referrals. Every single person that comes through our doors has an individual story. You listen to them, and that helps immensely with managing them.

It's about care, first and foremost. These are our people, coming home, coming to us. How are we going to look after them? What do they need over the 14-day stay? There might be people who have allergies, medical conditions, mental health issues, dependencies. You never know until they arrive."

He says a lot of people in New Zealand – and in Defence – don't have a real understanding of what they do at MIQFs. "We are all working hard to keep the calm so to allow returnees to complete 14 days and safely exit. It's a great challenge that continues to be challenging. I've been travelling back and forth from Blenheim, week on, week off for 15-odd months. I get tested twice a week. At work, we operate at Level 4, no matter what."

Will he be different after this? "The answer is yes. It's being part of a high-performing team, and the daily challenges, the things you've seen, and continue to see today. I'm definitely more resilient in my mental state, I'm able to deal with the different situations in the hotels, and compassion – definitely compassion has been a big part for me. It's compassion for New Zealanders coming home, staff working in the MIQF, and staff working at the ARIQCC who provide the direction to managers like me at the coal face."



NEW ZEALAND-LED OPERATION SEIZES DRUGS IN INDIAN OCEAN

Last month the Royal New Zealand Navy-led counter-narcotics operation outside the Arabian Gulf registered two major drug seizures.

French Marine Nationale frigate FS LANGUEDOC intercepted and searched a dhow suspected of smuggling and seized more than 5,000kg of hash and 166kg of methamphetamine. The illegal cargo had a combined value of more than \$US 7 million (\$NZ 10.1 million).

LANGUEDOC was conducting patrols in support of the New Zealand-led Combined Task Force (CTF) 150 when it seized the drugs.

“The seizure of narcotics from dhows in the Indian Ocean is testament to the strong partnership between Combined Maritime Forces (CMF), the Marine Nationale and CTF 150,” said Captain Brendon Clark RNZN, commander of CTF 150.

“LANGUEDOC has demonstrated that through collaboration with like-minded partners, CMF is able to seize and destroy millions of dollars’ worth of narcotics, the income from which would otherwise be used to fund illicit activities and terrorism.”

Headquartered in Bahrain, CTF 150’s mission is to disrupt criminal and terrorist organisations and their related illicit activities, including the movement of personnel, weapons, narcotics and charcoal.

It is one of three task forces which make up the CMF, a multinational maritime partnership of 34 nations upholding the international rules-based order. It counters illegal activity

on the high seas and promotes security, stability, and prosperity across approximately 8.3 million square kilometres of international waters, encompassing some of the world’s most important shipping lanes.

The New Zealand-led multinational team took over command of CTF 150 from Canada earlier this year. LANGUEDOC has also had success under Canada’s tenure, intercepting and seizing 409kg of heroin from a dhow in June.

Maritime Component Commander, Commodore Mat Williams, said that it was great to have success this early in the New Zealand command.

“We are pleased to be able to make a contribution to global security and it shows the value of working together with our partners in the CMF.”

The crew of FS LANGUEDOC pose with their drug haul on the flight deck.

Photo: Supplied.



TE MANA'S GETTING READY FOR SEA

■ By LT Richard Horne

HMNZS TE MANA is now in the latter stages of her Frigate Systems Upgrade in Esquimalt, Canada, with the last few months seeing a hum of activity like a freshly awakened beehive.

In late July the last third of TE MANA's Ship's Company, referred to as the 'Sailing Crew', flew from New Zealand to Canada in order to finally join their ship and complete her complement onboard. Largely made up of Operations Department personnel, they were the final piece of the puzzle to kick the ship into gear and commence her preparations for the upcoming Safety and Readiness Check (SARC). This thorough check conducted by the Maritime Operational Evaluation Team (MOET) is designed to evaluate a ship's readiness to conduct core mariner skills in a safe and effective manner, providing both the Commanding Officer and Maritime Component Commander with the confidence that the ship can be operated safely prior to pursuing more advanced activities.

The process to get a ship ready to conduct this check is not easy, nor is it quick. It requires a dedicated, coordinated effort from the entire Ship's Company, particularly given the number of new sailors we have on board TE MANA. The Sailing Crew conducted many hours of integration training once they arrived in Canada in order to learn the layout of the ship, how to merge with the rest of the crew, and become fully-fledged members of TE MANA.

Once integrated, the Ship's Company commenced training to get up to the standard needed for SARC. This included damage control, seamanship, core mariner skills, and individual departmental training. In order to simulate the ship proceeding to sea, TE MANA has conducted multiple 'Virtual Sea Days' in which the routine of a day at sea is replicated. The Ship's Company respond to simulated incidents such as a person falling overboard, multiple damage control scenarios (fires, floods, toxic gas), machinery failures and breakdowns, along with other evolutions like pilotage, anchoring, and confined navigation.

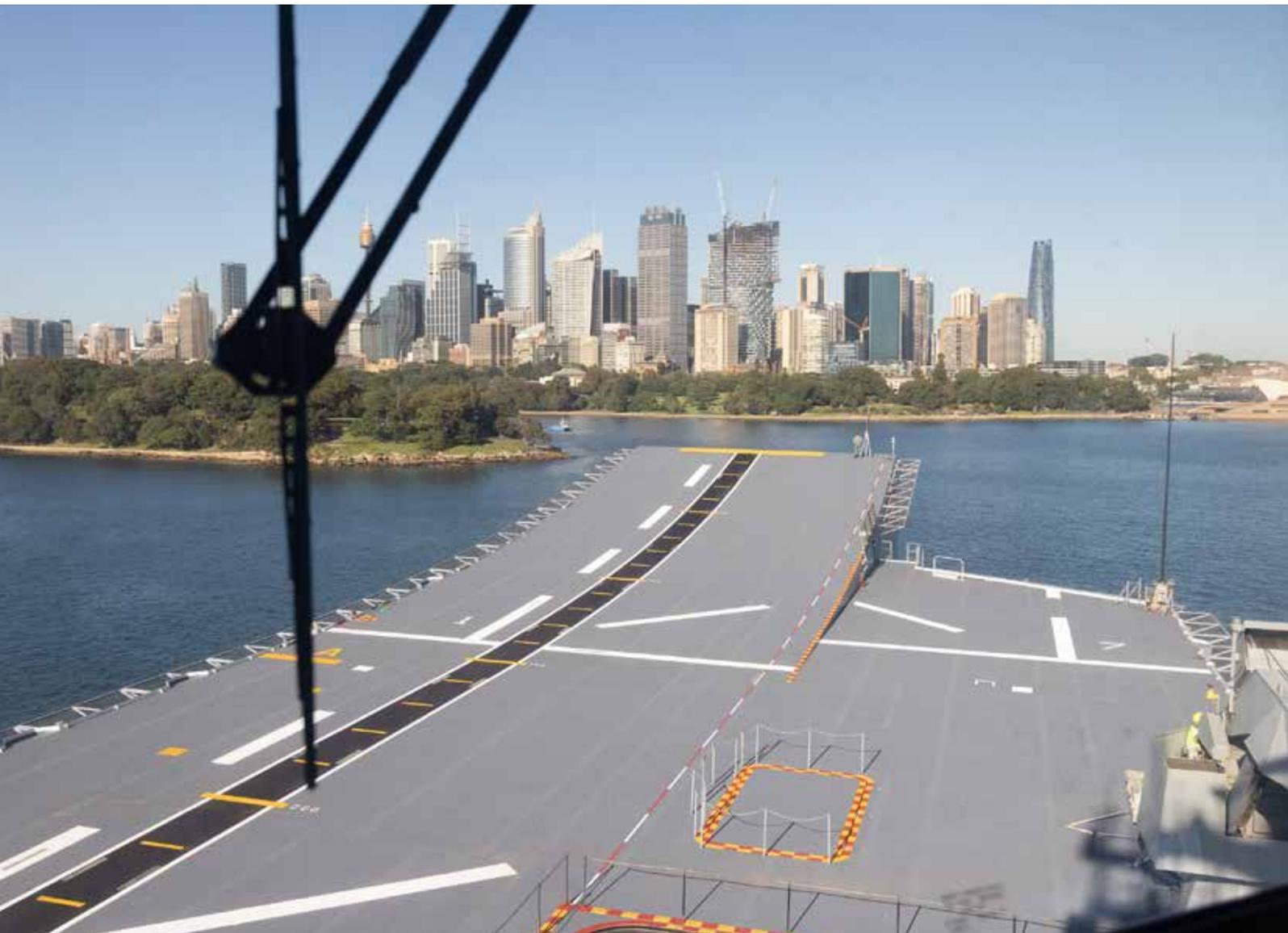
After countless hours of preparation, TE MANA is now ready to be assessed by MOET and looking forward to her first departure from Esquimalt in two years.

Clockwise from left: A bit of familiarisation needed for newly-arrived members of TE MANA's crew; Damage Control teams on board TE MANA work through a simulated fire scenario; Personnel practice moving a casualty between decks.



HIGH PERFORMING NAVIGATOR

The bridge of Landing Helicopter Dock vessel HMAS CANBERRA is packed as the 27,000-tonne ship gingerly eases her way through the heavily congested Sydney Harbour.





Acting Lieutenant Commander Sophie Going RNZN, CANBERRA's navigation officer, eyes up the small craft that are nudging the boundaries – CANBERRA's boundaries in particular.

"We're going to need constant bearings on that sailing vessel," she says to one of the bridge watchkeepers. "If we need to we'll just take our speed off a little bit."

It's a juggle. LTCDR Going has got a good plan. But she's coordinating the movement of the Royal Australian Navy's largest ship – with a brand new and completely untested propulsion system – in a narrow shipping channel in blustery conditions. Even at a slow speed, it would take CANBERRA 500 metres to stop.

The ship is heading out to sea for a three-day trial after a six-month refit. At that point in time, February 2021, it was the latter stages of LTCDR Going's 15-month placement in CANBERRA. Today, she's back in New Zealand, a Lieutenant again.

She's seen and done a lot, including a substantial regional presence deployment in South East Asia. *Navy Today* August 2020 reported her promotion to Acting Lieutenant Commander, with two Australian rank slides re-embroidered to say: "New Zealand".

As the navigation officer in these situations, she is responsible for the safe execution of the departure. "When we left Sydney, we had Sea Training Group on the bridge, assessing the bridge team. There's a lot of attention on the team and they are closely watching our performance. We were taking an untested plant to sea, so you don't ever feel like, there's nothing to worry about. It is business as usual – with the caveat that you have always got to be thinking about the contingency plan, should anything go wrong. And we had just had a new paint job, so you don't want to be the navigator that puts the first ding in it."

She would suggest the tougher manoeuvre was bringing the ship out of drydock without scratching the paint.

"Navigation in CANBERRA is still the same – it's just on a different scale. But it's a different level of responsibility. When I was on a frigate, I was far more junior, and the Commanding Officer was more involved. But when you are a specialist navigator in CANBERRA, with a Captain rank as CO, he expects you to work independently."

Working in the South China Sea was busy. "You're filling the task group navigator role, and also your normal role as navigator. You spend a lot of your time awake, because there's so much stuff that needs to happen."

As the navigation officer in these situations, she is responsible for the safe execution of the departure.

That independence was a learning journey for her. "Being in CANBERRA taught me a lot about building a high-performing team. I worked with a group of very talented individuals. The more responsibility we gave them, the more they rose to the challenge. Watching them grow as Officers of the Watch and be able to berth and unberth the ship by themselves was a real highlight for me."





80 years of our people

1. A draft of sailors pose for a group shot before embarking in HMS WAKAKURA in 1939.

2. HMS ACHILLES sailor Ronald Frederick Pemberton, Boy Seaman 1st Class, is greeted in Auckland (1940) following the Battle of the River Plate.

3. Navy divers on a repair job at Roxburgh Dam in 1959.

4. Ship's Company of HMNZS OTAGO, 1960.

5. Brother and sister, LTO and Wren Buckingham, 1963.

6. Seaman L.P Smith compares his civilian shoes with Navy Boots, 1965.

7. A HMNZS CANTERBURY sailor returns home to family, 1972.

8. Men and women serving aboard HMNZS MONOWAI, 1988.

9. HMNZS TE KAHA's commissioning ceremony in Auckland. The keen-eyed may spot the future RADM John Martin among the crew.

10. ASTD Aimee Morrissey (CPO today) holds up her New Zealand Operational Service Medal and her New Zealand General Service Medal 2002 (Afghanistan) Secondary area following a deployment in HMNZS TE MANA.

11. Officers in white shorts, 2014. One year later shorts were discontinued, bringing to an end over 80 years of wearing shorts in the NZ Division of the Royal Navy and the RNZN.

12. CDR Simon Rooke, Commanding Officer of HMNZS CANTERBURY, consults with POCSS Valentine during the Kaikoura evacuation in 2016.

13. A new beginning, with the second 2021 intake of Basic Common Training recruits attesting at the Recruit Training Squadron.

80 years

A snapshot of history

1941

The establishment of the Royal New Zealand Navy

Cruisers HMNZ Ships Achilles, Leander and Gambia were prominent among over 100 vessels to serve in the RNZN during World War II. Around 10,000 personnel served in both the RNZN and RNZNVR.



Post-war

The need for anti-submarine capabilities saw the purchase of six Loch-class frigates (Pukaki, Tutira, Hawea, Kaniere, Rotoiti and Taupo), all serving in the Korean War, but the traditional cruiser model was still in vogue with HMNZ Ships Bellona and Black Prince, followed by Royalist.



1960s

Science fiction becomes reality, with nuclear weapons, the space race and atomic and jet propulsion. New Zealand introduces the Type-12 and Leander anti-submarine frigates HMNZ Ships Otago, Taranaki, Blackpool and Waikato, boasting naval aviation capability with the Westland Wasp.



1970s

Leander-class frigate HMNZS Canterbury replaces loan ship HMNZS Blackpool, maintaining a four-frigate naval presence. New Zealand introduces the Lake-class patrol boats and survey ship HMNZS Monowai.



1980s

New Zealand cuts a deal with Britain, obtaining a bargain buy of two second-hand frigates, destined to be HMNZ Ships Wellington and Southland. Fleet tanker HMNZS Endeavour is built for New Zealand in South Korea, arriving in 1988.



1990s

New Australian built Anzac-class frigates, HMNZ Ships Te Kaha and Te Mana, join HMNZS Canterbury as a three-frigate fleet. The Kaman Seasprite replaces the Westland Wasp.



2000s

“Tomorrow’s Navy”, the Protector Fleet, starts with the arrival of multi-role vessel HMNZS Canterbury, followed by the four Inshore Patrol Vessels Rotoiti, Taupo, Pukaki and Hawea. The option to buy a third Anzac frigate is not taken up.



2010s

HMNZ Ships Wellington and Otago, the final Protector fleet ships, arrive at the start of the decade. By the end, Endeavour, Manawanui, Rotoiti and Pukaki are decommissioned, and the new Dive Hydro Vessel HMNZS Manawanui (IV) arrives. Both Anzac frigates go to Canada for their Frigate Systems Upgrades.



2020s

The Navy's largest ever fleet unit, the 173-metre Polar-class replenishment vessel HMNZS Aotearoa arrives, scheduled to conduct her maiden voyage to Antarctica in 2022. HMNZS Te Kaha returns from Canada with modernised systems and the Sea Ceptor missile, with HMNZS Te Mana due back in early 2022.





LTCDR Janet Wrightson-Lean

When HMNZS AOTEAROA made her maiden ceremonial homeport visit to New Plymouth in April, an essential element towards the success of that visit was Taranaki's Regional Naval Officer, Lieutenant Commander Janet Wrightson-Lean. She talks to Navy Today about her unique role in Navy public relations.

HOMETOWN NAVY PRESENCE

Captain Simon Rooke, Commanding Officer of HMNZS AOTEAROA, gives credit where it's due. "The home port visit would not have been successful without the RNO." Commanding Officers like him, he adds, rely on the RNOs to not only help arrange visits, but between those times, maintain the Navy's presence in the community.

LTCDR Wrightson-Lean has the contacts and the relationships. She is the wife of a former mayor of New Plymouth and was introduced to the Navy scene as early as 1988, when she was asked to be the Ship's Sponsor for the launch of HMNZS ENDEAVOUR in Ulsan, Korea. ENDEAVOUR was destined to have New Plymouth as its home port, a legacy her successor, AOTEAROA, has carried on.

She became Taranaki's Regional Naval Officer, one of 10 in New Zealand, at the end of 2005. She had initially turned down the suggestion from the retiring incumbent, but was shoulder-tapped by the Chief of Navy a while later.

It's the role of a Regional Naval Officer to be the Navy's representative in that region, and stay connected with local authorities, veterans, the Port Authority and other organisations the Navy might need to get involved with. Major examples, like AOTEAROA's visit, or the Navy's presence at Napier's Art Deco Weekend, are when the RNO really gets into action.

She says the role is not necessarily about being an ex-service person, and she got the impression from the Chief of Navy, when he restructured the group in the 2000s, that a mix was what he was after. In 2013 the RNOs changed from being 'honorary' officers

to commissioned officers in the Royal New Zealand Naval Volunteer Reserve.

She enjoyed the excitement of AOTEAROA's first visit to New Plymouth. "Once the ship puts out the programme, it's the job of the RNO to set it up and make it happen. It turned out to be a really great visit. The region is excited to have AOTEAROA as their ship, there was really positive press, and the open day was huge. The district council and Port Taranaki were hugely supportive of the visit." She worked with the port group, the mayor's staff and local iwi representatives to help put it together. "They were all amazing."

To do this kind of thing, the relationships have to be in place already. During the quiet times, the RNO builds those up. "That's a key role, because many people that you will be dealing with, will have no experience with the Navy."



Of course, ship visits are few and far between. “In quieter times it’s our job to keep the profile of the Navy up. I’m not ex-Navy, so I’m always learning. It can be challenging but it’s always interesting. I’m passionate and proud of what I’m doing.”

She keeps a strong relationship with New Plymouth’s Army Cadets and the local Air Training Corps unit, and she’s often invited to RSA events, Merchant Navy events, and council events such as citizenship ceremonies. If there is Navy business happening in Taranaki, she’s the liaison.

“Ship visits are a highlight, because it’s when the community buys in. But on a personal level, I’m really proud when I put the uniform on. Our sailors are inspiring. You see these young men and women loving what they are doing and so skilled. It is a privilege to be part of it.”

She says anyone considering doing a RNO role shouldn’t be deterred by not being ex-serving. “If you’re a people-oriented person, if you like meeting people, facilitating things, making things happen, then it is a unique opportunity to serve and give back to your community.”

“There are always people to support you. I have been well-supported by the Navy personnel surrounding the RNO group. The answers are, more often than not, at the end of the phone. I can’t think of any interaction that hasn’t been positive, and you can’t say that about many organisations.

“Be open to new learnings and embrace it. For the right person, it’s a win-win.”

Above: The Ship’s Company of HMNZS AOTEAROA conduct a charter parade in New Plymouth in April.

FROM MORTAR BOMBS TO TORPEDOES

The image of the mortar bomb and sailors of HMNZS KANIERE on the back of Navy Today August (Issue 257) prompts Commodore Tony Lewis (Rtd) to provide some background on how these devices defeated enemy submarines.

From the 1950s to the 1990s, with Loch-class, Type 12 and Leander-class frigates, the Royal New Zealand Navy was very much an Anti-Submarine Warfare (ASW) navy, says CDRE Lewis.

“And these were the weapons we ‘did the business’ with,” he says, describing the evolution of the anti-submarine Mortar Mark 4 “Squid”, the Mortar Mark 10 “Limbo”, the Mark 30 ship-launched torpedo, followed by the Mark 46 torpedo.

CDRE Lewis served in Loch-class frigates HMNZS PUKAKI and HMNZS ROTOITI, then Rothesay-class frigate HMNZS OTAGO and Leander-class frigate HMNZS WAIKATO, from 1959 to 1971.

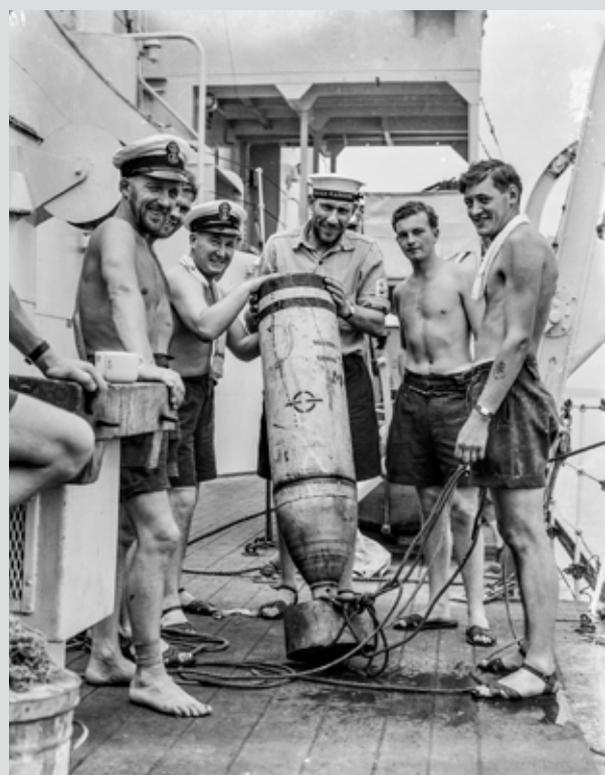
He points out the HMNZS KANIERE sailors in the photo are in fact standing around a ‘light’ mortar bomb. “It’s a practice projectile, shown recovered by seaboat or divers and hoisted aboard. They could be used over and over again, fired from the “Squid” weapon system, a two or three-barrelled mounting positioned on a sponson deck forward of the Bridge in a Loch-class frigate.”

The weapon was trainable 30 degrees either side of a ship’s heading to a range of just under 300 yards, he says. The estimated depth at which to detonate was set on each bomb just before firing.

A full salvo consisted of six mortar bombs from the two three-barrelled mountings which delivered two triangular patterns of three bombs each, the first set to detonate 30 feet below the target, and the second 30 feet above.

The result, above and below the positive submarine contact, would deliver an explosive charge of six times 207 pounds of Minol high explosive, producing two pressure waves to crush the submarine.

“If the accuracy of the attack was astray, and the submarine survived, those aboard would suffer very severe headaches, burst eardrums and other physical effects of having half a tonne of high explosive in close proximity. Even the attacking ship would get a right-royal shake-up and the ‘greenies’ would be kept busy for days replacing light bulbs and repairing other equipment, so the effect on a submerged submarine would have been much more severe.”



Above: Sailors from HMNZS KANIERE stand around a practice mortar bomb.

Opposite page: A Westland Wasp touches down on HMNZS WAIKATO. Note the two torpedoes slung underneath.

Photos: National Museum of the Royal New Zealand Navy.



To practise the technique, the ship would use “light” practice mortar bombs, which popped to the surface and floated, presenting visible evidence of the six-bomb pattern. “The submarine in the exercise was obliged to release a smoke marker, alerted by a grenade detonated to coincide with the pattern entering the water, and its position could then be compared to the pattern of floating bombs, giving an indication of the success of the ‘attack’.” The floating bombs could then be retrieved and used again. “The practice mortar bomb weighed about 150 pounds whereas the live bomb weighed 494 pounds, of which 207 pounds was Minol high explosive.”

The Squid was replaced by the anti-submarine Mortar Mark 10 “Limbo” in the late 1950s and became the primary anti-submarine armament for frigates from 1960 onwards, he says. “First fitted in HMNZS OTAGO, then HMNZS TARANAKI and HMNZS WAIKATO. It was a considerably superior weapon. Instead of firing ahead of the ship plus or minus 30 degrees, to a maximum range of 300 yards, the Limbo had a range of 1,000 yards and could deploy the two triangular patterns of bombs on any bearing – an arc of 360 degrees.”

“The weapon was capable of attacking a target at depths up to 500 feet although the deeper the submarine the greater the elapsed time till the bombs detonated, so it was prudent for the attacking ship to alter course so as not to run over the point of detonation.

“A full salvo of six bombs describing a majestic parabola several hundred feet up in the sky, followed by the ‘crump, crump, crump’ of six exploding bombs and the accompanying eruption of the surrounding sea was a sight to behold.”

It was lethal, but it had a drawback: as submarines became more capable and counter-attacking weapons were developed (including ‘down the throat’ homing torpedoes) the attacking ship had to be within 1,000 yards of the submarine – too close for comfort.

For this reason, mortar technology gave way to ship-launched torpedoes. CDRE Lewis was in command of the last ship to lose its mortar in 1978, HMNZS OTAGO, and he remarks that it was a sad day to see it go. “The replacement was the Mark 30 ship-launched torpedo (speed 30 knots) fired from the Mark 32, three-tube mounting. Because of its slow speed

an attacking ship had to approach within 2,000 yards of the target to increase the probability of success, not providing much of a safety margin from counter-attack over the Limbo. And the torpedoes were expensive in contrast to the mortar.”

That was later replaced by the Mark 46 torpedo, a much more versatile, higher speed weapon (45 knots as opposed to 30 knots). Two torpedoes could also be carried and launched from the Westland Wasp helicopter, introduced to the Royal New Zealand Navy with HMNZS WAIKATO in 1966, as part of the ‘MATCH’ system (Medium Attack Torpedo Carrying Helicopter). Although reliant on the ship’s targeting data, it meant anti-submarine engagement could now extend miles, opening up a new chapter in anti-submarine warfare.

To his regret, CDRE Lewis does not think there is a Mortar Mark 10 Limbo mounting still in New Zealand. “The Mortar Mark 10, the last muzzle-loaded weapon in the RNZN, had a full salvo discharging an explosive punch to match that of the World War 1 battlecruiser HMS NEW ZEALAND. Unlike the Squid, no Limbo mounting was retained for heritage purposes so this potent weapon has been lost to posterity.”

PERMISSION TO STAY OVERNIGHT



The Women at Sea Pilot Study (WAPS) in 1986 made New Zealand naval history in allowing Regular Force women to go to sea for the first time in HMNZS MONOWAI.

The Naval Reserves, however, may have been a step ahead. *Navy Today* meets one of the first women who was allowed to spend a night on board a Navy vessel.

It was laid down in the Minor War Vessels Standing Orders, says Deborah Barton. A woman was not allowed to be on board a Royal New Zealand Navy vessel between the hours of midnight and 0600.

Mrs Barton, then Deborah Paterson, joined the Royal New Zealand Naval Reserves on 25 July 1983 as an Ordinary Services Support Assistant, basing herself at HMNZS NGAPONA in Auckland.

It was a time when the Naval Reserves had vessels. In fact, they had had vessels allocated since the arrival of trawler HMS WAKAKURA in 1927. In later years the reservists operated Sea Defence Motor Launches and the Moa-class Inshore Patrol Craft. The RNZNVR were busy, especially in Auckland, and women were part of the team. "We would do four or five training weekends with the bridge watchkeepers," says Deborah. "They wanted us (Services Support) to be part of what the boys were doing because it meant you could understand better what people needed."

But if they were away from base overnight, women could not stay on board for the night.

"You had to be put ashore," says Deborah. "So, at 2300, we would pull in, in pitch black, go ashore in a zodiac, and pitch a tent in the dark. That was the rule. There were quite clear instructions about what we

could and could not do. So there we were, trying to erect a tent in a blowing gale. Sometimes we couldn't be bothered to put a tent up, and we'd sleep in sleeping bags on the sand. Next morning, we'd radio the ship, and they'd come back through the surf in the zodiac."

Deborah thinks it might have been 1985 or 1986 when she spent a few snatched hours of sleep on board an Inshore Patrol Craft. She has no way of knowing if she was the first female sailor on board overnight, but of the recollections shared in a Reservists social media forum, hers seems to be the earliest.

"We were doing the Bridge Watchkeeping 3 course, supervising the midshipmen having their first go at command. It was always done in a reserves vessel, and at the time, in HMNZS HINAU, we were doing night manoeuvres in Auckland Harbour to see if they could handle a vessel."

ASSA Paterson was acting as a Ship's Writer for the course, noting down every single command given to the young officers under training. "The night hadn't gone well. At about 3am we dropped the midshipmen back at the wharf at Devonport, and they got off with their tails between their legs. We had to go and refuel HINAU in Auckland, in preparation for the next lot in the morning.

Above: A Sea Defence Motor Launch in a bay, 1984.

Opposite page: HMNZS HINAU; Deborah Paterson receives the CNS RA Domett Prize in 1987.



“The Commanding Officer, Lieutenant Stephan Lisk (later Commander Lisk) said to me, I’ve organised for you to sleep in my cabin.” He was going ashore.

This seemingly unremarkable statement (by today’s standards) required the awareness and permission from Commodore Auckland before ASSA Paterson U100850 could remain onboard overnight.

“It wasn’t carefully planned or anything. The CO said, this is just illogical, you’re not going to be able to go home and come back in time. He said he had permission to do it. It was just one of those times when common sense overrode a regulation.”

Ironically, Deborah elected not to become a “Woman at Sea”, starting a family in 1987. She served for 15 years in the RNZNVR, transferring to the Regular Force for 12 years after that. Her last posting was as a Chief Petty Officer Writer at Joint Force Headquarters. She was “imped” during the Civilianization Project of 2010–11, which aimed to civilianise 1,400 positions and reduce the number of military staff. The project caused low morale and high attrition. As an “impacted person” Deborah remembers the brown envelope waiting on her desk at Joint Forces.

“You could look around and see which desks didn’t have brown envelopes, and which did.”

The RNZNVR operated Inshore Patrol Craft HMNZ Ships KIWI, WAKAKURA, MOA and HINAU until they decommissioned in 2007. For the Naval Reserve, it was almost the loss of their identity, says Deborah. “We had actual defence outputs, and we were very visible, particularly in Auckland. We were out every single weekend, and on training nights. We did all the bridge watchkeeping courses, lots and lots of Search and Rescue and police work. The Coast Guard, the Harbour pilots, really missed our presence. People were so used to saying, the ‘Rockies’ will do it. Because, for so many years, we had.”



HMNZS PUKAKI

INTRODUCING FRIGATES TO NEW ZEALAND

The 16-year Loch-class frigate legacy starts with the sailors who delivered her to New Zealand. *Navy Today* meets Victor Reid, who helped bring HMNZS PUKAKI to our shores.



Victor Reid

Stoker Mechanic and Writer Victor Reid, 97, grumbles down the phone line about his bad back, a result of a kick in a Navy rugby match in Weymouth in 1948. "It still worries me," he says. "But I just keep going." His stroke in his leg seems almost incidental.



HMNZS ARABIS

Mr Reid was among the crew who delivered Flower-class corvette HMNZS ARABIS, along with sister ship HMNZS ARBUTUS, to England. The ships' companies – as well as new recruits found in England – would transfer to six newly-purchased frigates, destined for New Zealand's post-war Navy.

Originally from Whakatane, Mr Reid has lived most of his life in Rotorua. He joined the Army in the latter part of World War II, manning an anti-aircraft battery at Kauri Point, Auckland, and joined the Navy in May 1947. "My dad was in the Navy, and he went away to sea when he was 14. It had always attracted me, I'd always wanted to be in. I wanted to keep doing things."

Cruisers were still the stalwarts of the Navy, but Cold War realities meant the potential threat of Soviet submarines, even in the South Pacific. For the defence of British-ruled Malaya, as per the Australia New Zealand and Malaya (ANZAM) agreement, New Zealand agreed to contribute a convoy and anti-submarine force. Six Loch-class frigates – HAWEA, KANIERE, TAUPO, ROTOITI, TUTIRA and PUKAKI – were purchased in 1948 from the United Kingdom. ARABIS and ARBUTUS, fully owned by New Zealand, would be returned to the United Kingdom as part payment. New Zealand would also commit to having at least one frigate available for the defence of Hong Kong.

In April 1948 Mr Reid, now serving as a stoker mechanic in ARABIS, sailed with her crew to Portsmouth, England, arriving in August that year.

"It was a great trip," he says. "We went to Sydney, Cairns, Darwin, Singapore, Ceylon, Aden. We ran aground in Benghazi (Libya), I had filled the tanks and had to pump fuel over the side to free us. Then we went to Tripoli – a few nights there – then Malta and finally Portsmouth. We tied up right next to HMS VICTORY."

His service sheet shows the crew being posted to HMS LOCH ACHANALT, the original name of PUKAKI, before she was commissioned into RNZN service on 13 September 1948.

"PUKAKI was all mothballs," he says. "We had to clean her up. I remember going to the officer in a little office and saying, 'Stoker Reid reporting, sir'." The officer told him he needed a ship's writer, and he was it. "I told him, I can't read or write, I can't spell, but he said, 'you're now an engineer writer'. I got a typewriter and I didn't know what to do with it."

He particularly remembers a Navy rugby match in Weymouth when a kick to the back put him in hospital for a week. That injury scuppered his prospects of doing a diving course, and would later end his Navy career.

The return journey in PUKAKI was just as good. When asked about hardships, you can almost hear a shrug down the phone line. "It's a good job, being a stoker, and I got lots of privileges. I was single at the time and we were away for months. I had a marvelous time."

According to the Reports of the New Zealand Naval Board to 31 March 1949 and 31 March 1950,

four frigates (PUKAKI, KANIERE, TAUPO and HAWEA) arrived in New Zealand on 5 January 1949, with TUTIRA and ROTOITI arriving on 25 August that year. "With their large radius of action, modern A/S (anti-submarine) armament, and good accommodation, these ships are a welcome addition to the New Zealand squadron," says the 1949 Report. The Loch-class would serve New Zealand in the Korean War and up to 1965.

Mr Reid remained with PUKAKI until April 1950, but his "crook back" resulted in him leaving the Navy the same year. His service record has the unsympathetic notation: "Below Naval physical standard" as cause of discharge.

Following rehabilitation training in construction, he qualified as an apprentice and went on to become a notable builder in Rotorua, taking advantage of baby boom school classroom projects before moving into hotel construction and commercial builds. Much of downtown Rotorua's commercial premises can be attributed to Vic Reid Construction.

He jokes that he went halfway around the world to find a wife, only to marry a local girl, Ngairi. "She was a beauty; we were married 55 years. I have four beautiful daughters."

He reckons the secret to his longevity is he's never smoked.

"I'm 97, going on a hundred, and I've always been in the right place, at the right time."





ZONE OUT WITH AXE THROWING

An on-target sailor has made her way into the big leagues in the sporting world of axe throwing.

Chief Petty Officer Electronics Technician Lana Gascoigne, currently in Esquimalt, Canada with the crew of HMNZS TE MANA, fell in love with the sport after a corporate fun day out with fellow instructors in 2019.

Her dedication to the sport has earned her a place in the 'pro-league', something she's achieved when she found a local club in Esquimalt.

Affiliated to the Sweet Axe Throwing Co. Ltd in Auckland, CPOET Gascoigne throws a hatchet (hers is engraved with a trident and stars) at a wooden bullseye target from a distance of 12 feet. Like archery, the closer to the bullseye the better.

"For me, it's very relaxing. You just go in there, zone out for an hour, and do your thing." In Auckland she participated in four leagues a year,



each league running for eight weeks, and she would put in four games a week. "Your scores go into a world axe throwing league database, and you can see how you compare with places like Australia, the United States and Canada."

During a posting to Esquimalt for a course last year, she found a local venue. "I said I'd be back in a year and they said, make sure you come in."

She's found the success in Canada she couldn't quite break in New Zealand. "They do it fairly hard out here, but the first league I joined, I came second. Then the following league, I was first female to win an overall league at the local club. In New Zealand, the most I ever came was fourth."

She trains every weekend, and participates in league events on Wednesday nights. "A game is where you throw 10 times, and ideally get the bullseye eight times and two kill shots, which are the smaller targets at the top left-hand corner. The kill shots are worth more (eight points), but it's an all-or-nothing throw. Her favoured technique is unusual; an over-the-head two-handed throw, rather than the conventional one-handed throw.

She applied to qualify for the World Axe Throwing professional league based on her points, "just to see where I would stack up", and she got in. "I'm very chuffed about that. There's not many females in it." The placing requires commitments she might not realistically be able to meet, including attendance at televised events and a pro-league championship in Texas at the end of the year.

The hardest part is finding the time for it, she says. She's the Chief of Action, Information and Navigation Aids for a refurbished ship that is getting close to going to sea for trials. "If I wasn't here working, I'd be axe-throwing every single day."

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Please contact before 31 October 2021 for further details:

Dianne Fowler: Dianne.Fowler@nzdf.mil.nz or

CDR Clive Holmes, RNZN: Clive.Holmes@nzdf.mil.nz

15 ROUNDS

WITH LIEUTENANT COMMANDER SARAH CAMPBELL



01 **Job Title and description:** Public Affairs Officer (Navy).

02 **Date Joined RNZN:** 24 January 2005 after transferring from the RNZAF which I joined 03 October 1989 as a Photographer.

03 **First ship posted to:** My first attachment was HMNZS ENDEAVOUR for the RNZN 50th Anniversary.

04 **Best deployment:** Fleet Review in Japan on HMNZS TE KAHA.

05 **Hometown:** Auckland.

06 **Primary, Intermediate, High schools:** Primary school in England, then Stanton Junior College and Waitakere College.

07 **Favourite book:** *Open* – An autobiography by Andre Agassi.

08 **Favourite movie:** It has to be *The Princess Bride*.

09 **Favourite album:** *Man of Colours* by Icehouse, I'm an 80's girl at heart.

10 **Favourite song:** This week *it's Heart and Soul* – The Narcs.

11 **Favourite holiday destination:** Hawaii, hands down!

12 **Outside of work, what's a couple of things you enjoy doing:** My son is right into mountain biking so I like going to watch him compete. Like everyone, I enjoy spending time with friends and family, getting together for a wine or two. I have also started making my own candles.

13 **What's something about you that not many people know:** When I was four I appeared on a TV show called Romper Room and then I appeared in a KFC advert when I was 14. That was the extent of being in front of the camera, I preferred being behind it.

14 **A person that taught you a valuable life/Navy lesson was... and the lesson was:** It is hard to just say one as I am still being hit with valuable life lessons but one was from a manager who said that I saw life 'through rose coloured glasses'. It made me aware of how I view situations, however I still believe in seeing the positives in situations.

15 **How would you describe the Navy in 10 words or less:** Having the time of my life, better than the Air Force!



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