

NAVY

T O D A Y

RNZN ACROSS
THE WORLD
CHEF OF THE
YEAR 2021
ROYALIST'S
LAST NEWSLETTER

FIVE POWERS EXERCISE AT SEA



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“That’s what’s great about the Navy. Even if you’re doing the same sort of role, every couple of years it’s different.”

– CPOCWS Chris Lawson, posted to Bahrain



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:
HMNZS TE KAHA prepares to join the UK Carrier Strike Group, headed by HMS QUEEN ELIZABETH, in the Philippine Sea.

Photographer:
LWT Isaac Reardon-Inwood

Back cover:
HMNZS TE MANA passes the famous Figgard Lighthouse at the entrance to Esquimalt Harbour, heading to sea for trials.

Photographer:
Bronwyn Erickson



NZNavy navy.mil.nz



NZDefenceForce



Yours Aye

Maritime Component Commander



CDRE Garin Golding
Maritime Component Commander

Tēnā koe,

Similar to the WON, I would like to use this opportunity to share my thoughts that I outlined during my Change of Command ceremony. What I intend to focus on during my tenure is what I call the 3Ps: People, Purpose, and Passion.

PEOPLE

For me, whakaute is a foundational piece of cultural literacy that we should all become familiar with. Whakaute means respect, but not through simply lip service or a box-ticking exercise, but with authenticity by being genuine in our interactions. Whakaute is demonstrated through our behaviours towards others and towards the kaupapa or the cause that we each champion. Empathy, kindness and respect for others are integral to our character, and by demonstrating these attributes in our actions and interactions with each other we earn our own mana. It is important to honour the individuality in each person because our mana is reflected in our actions towards others. If we can embed whakaute as our foundation, supported and enabled by our four organisational values, then I believe that in a hierarchical organisation like ours, we can set out the conditions that enable trust and mana to flow and diversity and inclusion to grow. The addition of an adult learning environment and a coaching and mentoring approach will further enhance our ability to develop and sustain an effective and high-performing work environment.

Other important areas of focus for me are the advancement of a 'just' culture and promoting empowerment, encouraging leaders at all levels to provide those they mentor, train and supervise with clear intent, and then step out of the way and let them get on with the job.

PURPOSE

The return of our Frigates and Task Group operations abroad has seen the start of what will be a long regeneration of our Naval Combat Force and domain mastery. This regeneration will be a significant challenge, particularly as we navigate the current and future impacts of Covid. Key to overcoming these challenges is being clear in our purpose because a clear purpose helps build resilience. It is therefore important that leadership generates a shared belief, focus and identity through regular communication of the 'why'.

Within MCC's current guidance document there is a statement: 'teamwork makes the dream work'. With this in mind I am keen to engage the fleet, discussing with command teams the theory and essence of what it takes to develop high-performing teams. In particular I intend drawing on a variety of concepts, including recent learnings from the All Blacks where importance is placed on an individual's understanding and ability to execute their specific roles in order to successfully implement the broader game plan.

It is my opinion that if we get the culture piece right, create positive workplaces and have a clear purpose then it will set the conditions for people to be passionate about what they do.

PASSION

French philosopher Denis Diderot once said "only passions, great passions, can elevate the soul to great things." Ultimately this is how we can achieve positive change for our organisation. There is a podcast, 'The Knowledge Project' with Jim Collins, which uses the concept of the 'fly wheel effect' to highlight how great teams and organisations create success over years of small refinements or 'flys'. Although they are small increments, over time they start to generate more and more momentum as the fly wheel gets bigger. Before you know it, the fly wheel is generating so much momentum that it is operating completely under its own steam, which in turn enables an organisation to transition away from being transactional, towards one that is transformational. People who are passionate about what they do are the ones who make the small refinements necessary to start this process and drive an organisation towards this positive outcome.

He heramana ahau

EXERCISE BERSAMA GOLD



A major exercise marking the 50th anniversary of the Five Power Defence Arrangements (FPDA). Held from 4 to 18 October, Bersama Gold is the first FPDA exercise to be conducted physically as a field training exercise since the start of the COVID-19 pandemic.



**THE
PARTICIPANTS**

2,600

PERSONNEL

10

SHIPS

1

SUBMARINE

**THE
SCENARIO**

“To exercise FPDA Defence Forces in the conduct of Combined Joint Operations in a multi-threat environment at tactical level for the defence of Malaysia and Singapore.”



6

MARITIME
HELICOPTERS

3

MARITIME
PATROL AIRCRAFT

25

FIGHTER
AIRCRAFT

2

SUPPORT
AIRCRAFT

1

COMMAND AND
CONTROL AIRCRAFT

TE KAHA'S COMBAT ROLE



The exercise started with a rendezvous for all vessels to check communication throughout the force. This involved coordinating 10 vessels and required a high level of planning, communication and precision.

Air defence exercises involved the force manoeuvring to protect the High Value Unit (HVV) from fighter jets. These adversaries were played by the Malaysian, Singaporean or Australian aircraft who, for the purpose of the exercise, were the "enemy aircraft". These exercises involved dynamic ship manoeuvring from the air defence vessels to ensure they are protecting the HVV as well as maintaining weapon arcs.

Sub-surface warfare exercises involve the force locating and destroying an 'enemy' submarine, with a Malaysian submarine playing the part of the

enemy. The Task Units used aircraft and systems on board to detect the submarine before splitting into search groups to close and destroy the submarine while defending the HVV.

Surface warfare exercises saw Task Unit 657.1 split into two groups to play the red and blue teams. The red team or enemy force, usually consisting of two ships, would detach from the main Task Group and "hide". This involved trying to blend in with merchant traffic, hiding in groups of fishing vessels, reducing their transmissions, all to make detection harder and gain the upper hand on the blue team. The blue team, acting as the friendly force, would allow the red team to detach until the planned serial start, at which point they would attempt to find and destroy the red team. Aircraft were utilised to search far beyond the range

that ships can detect other vessels. Once found, each team would attempt to destroy the opposition force. This exercise was conducted over extended periods of time and required a lot of tactical thinking, planning and highly skilled work to find an adversary who was trying to remain clandestine.

Above: HMNZS TE KAHA gets to work as Exercise Bersama Gold unfolds.

Below: Fighter jets perform a display pass over HMNZS AOTEAROA.

HMAS ANZAC and HMNZS AOTEAROA during a Replenishment at Sea. Photo: RAN.

HMNZS AOTEAROA's Seasprite lands on HMAS CANBERRA. Photo: RAN.





AOTEAROA THE SUSTAINER

HMNZS AOTEAROA was part of the formed task group of 10 ships and involved in everything being thrown at the group, included the anti-submarine exercises and air defence exercises involving fighter jets.

Her primary role was Replenishment At Sea (RAS) throughout the exercise, ensuring the rest of the Task Group could remain at sea conducting the exercise. It meant AOTEAROA was the only tanker participating in multi-ship, multi-threat exercises.

Highlights for AOTEAROA include:

- Dual RAS by day and night;
- Providing F76 (Diesel) and F44 (Aviation fuel), or F76 and H2O to the same ship simultaneously;
- Fuelling a frigate and conducting Vertical Replenishment to a Landing Helicopter Dock ship simultaneously;
- Having all of New Zealand's FPDA partners, including Singaporean, Malaysian, British and Australian ships conduct single ship and dual RAS with AOTEAROA;
- Rafting with TE KAHA and transferring two containers worth of victuals and stores, by lifting loaded containers onto her flight deck, and then after TE KAHA unloaded them, recovering the containers with AOTEAROA's crane (see page 9).

Clockwise from top: Vessels taking part in a Bersama Gold photo exercise, as seen from HMNZS TE KAHA.

Joining in the action are HMAS ANZAC and Singaporean Navy corvette RSS VALOUR.

HMNZS AOTEAROA conducting a replenishment at sea with HMAS CANBERRA.



Commander

Brock Symmons

FROM THE BRIDGE HMNZS TE KAHA

“For TE KAHA the opportunity to deploy back to Asia was a significant step in returning normality to Naval Combat Force operations. With a long hiatus from operations and a constrained generation period, a significant investment of training was required to get the warfighting skills of the ship to the level needed to deliver in company with the Carrier Strike Group and as the Surface Warfare Commander for Bersama Gold. Pleasingly the ship was able to generate a fighting capability that enabled successful operations throughout the deployment.

“The opportunities that have been taken during the deployment have allowed a greater understanding of the new capabilities to be developed and also of where we need to invest in training to get back to the levels of warfighting competence that were enjoyed prior to the Frigate Systems Upgrade. While it will take time and effort to regenerate the full capability of the combat force, the pleasing thing is the personnel enthusiasm and willingness to learn is there. With the right opportunity and attitude, the Naval Combat Forces will ensure that they are ready and able to deliver combat capability at, and from, the sea as part of an integrated defence force.”



Captain

Simon Rooke

FROM THE BRIDGE HMNZS AOTEAROA

“When we sailed in early September, I couldn't have dreamed how successful our first deployment as part of a Task Group would have been – now as we head home I couldn't be prouder of how far we have brought AOTEAROA this year.

“The progress we have made is testament to the mahi of every member of our Ship's Company, our consorts, the Integrated Project Team (past and present) and the shore support organisations, who have all worked tirelessly over the past few months and years to get us to the stage where we have proven AOTEAROA is capable of supporting a deployed force.

“We have found AOTEAROA to be a highly capable ship, well-suited for the role of Task Group support. We still have a few things to work through to get the ship to full capability, but for our first deployment in support of other ships, the last eight weeks have been incredibly satisfying and I could not be more proud of the way in which the Ship's Company have worked together to prove AOTEAROA's ability to fuel the fight and live up to the Ship's motto – Kōkiritia (Onward).”

Above: The view from HMAS CANBERRA of HMNZ Ships TE KAHA and AOTEAROA during Exercise Bersama Gold.



RAFTING UP FOR RESUPPLY

A replenishment at sea doesn't have to be about two ships running abeam to each other, or even about fuel.

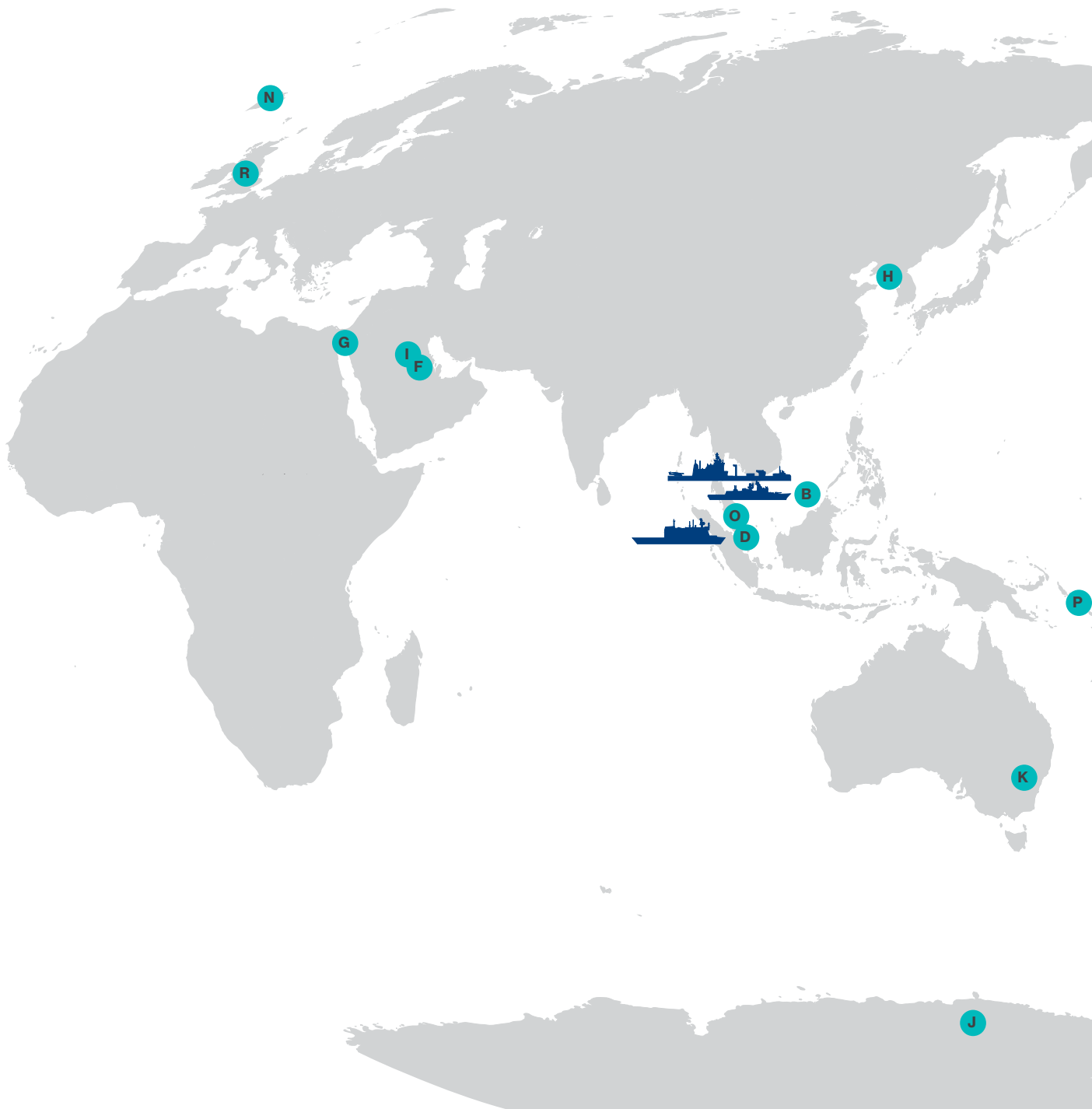
While off the east coast of Malaysia, in the vicinity of Tioman Island, HMNZS TE KAHA manoeuvred up to an anchored HMNZS AOTEAROA to effect a resupply. Lines were passed and she was heaved in using the capstans on both vessels.

The two ships were 'top and tailed' to allow AOTEAROA's forward 20-tonne crane to lift containers from its deck to the flight deck of TE KAHA.

AOTEAROA passed over some much needed stores, including fresh and frozen food. AOTEAROA had collected TE KAHA's stores from Singapore while TE KAHA was interacting with the UK Carrier Strike Group.

As well as a great opportunity for the two crews to have a socially-distanced catch-up, the manoeuvre was an important tick in the box for AOTEAROA's capability release.





1	WHERE ARE WE?	
	Current Navy population <i>(regular) (30 June 2021)</i>	2,334
A	OPERATION PROTECT	
	Managed Isolation and Quarantine Facilities <i>(mainly Auckland)</i>	214
B	HMNZS AOTEAROA	
	Operation Crucible, Exercise Bersama Gold 21 Guam, Malaysia, Singapore	95
B	HMNZS TE KAHA	
	Operation Crucible, Exercise Bersama Gold 21 Guam, Malaysia, Singapore	174

C	HMNZS TE MANA AND FRIGATE SYSTEMS UPGRADE TEAM	
	Frigate Systems Upgrade Esquimalt, Canada	167
D	HMNZS CANTERBURY	
	15-year maintenance programme, Singapore	107
E	HMNZS WELLINGTON	
	Operation Havre, Raoul Island	65
	Operation Calypso, Western Pacific	
F	COMBINED MARITIME FORCES	
	Bahrain	2

F	CTF 150	
	Bahrain	10
G	MULTINATIONAL FORCE AND OBSERVERS	
	Sinai, Egypt	3
H	UNITED NATIONS COMMAND	
	Republic of Korea	3
I	SUPPORT AND LOGISTICS FOR DEPLOYED PERSONNEL	
	Middle East	2
I	UNITED NATIONS SUPERVISION ORGANISATION	
	Middle East	1
I	US CENTRAL COMMAND HEADQUARTERS	
	Middle East	2

OPERATIONS, MISSIONS AND ACTIVITIES

OCTOBER AND NOVEMBER 2021

J	OPERATION ANTARCTICA	
	Antarctica	3
K	AUSTRALIA	
	Study	7
	Diplomatic staff (the DA and the NA)	2
	Secondment	5
	Posting to RAN ships	2
C	CANADA	
	Diplomatic and posting	3
L	COOK ISLANDS	
	Technical adviser	1

M	FIJI	
	Diplomatic staff	1
	Technical adviser	1
N	ICELAND	
	Exercise Northern Challenge, Diving Exercise	9
O	MALAYSIA	
	Secondment	1
D	SINGAPORE	
	Diplomatic staff	1
	Shipyards with HMNZS CANTERBURY	2
	Secondment	2

P	SOLOMON ISLANDS	
	Forum Fisheries Agency	1
Q	TONGA	
	Technical adviser	1
R	UNITED KINGDOM	
	Study and courses	14
	Posting to RN ships	6
	Diplomatic staff	1
	Secondment	6
S	UNITED STATES	
	Diplomatic staff	2
	Study	1
	Posting	1

NEW MARITIME COMPONENT COMMANDER

Maritime Component Commander

Commodore Garin Golding

Garin Golding's arrival to his Navy career is a familiar story: teenager wants to join the Police but isn't old enough.

His father is Warrant Officer (rtd) Reece Golding MNZM, MSM, who joined the Navy in 1963. He suggested the teenager try out for officer selection. "It would be good experience," he told the 18-year-old.

Last month, 33 years later, Commodore Garin Golding accepted the position of Maritime Component Commander on 13 October, saying "I have the fleet" and taking the symbol of command from his predecessor, Commodore Mat Williams. His father, who travelled down from Tauranga, was among the select audience at Headquarters Joint Forces New Zealand

Two days earlier, his wife Bronwyn and daughters Natalia and Lucy witnessed his promotion to Commodore at Defence House.

After reporting for duty to Commander Joint Forces, Rear Admiral Gilmour, CDRE Golding acknowledged his traditional path through the Navy as a Navigating Officer before taking up a specialisation in diving. He has been the Commanding Officer of HMNZS MANAWANUI (III) during deployments to South East Asia and the Pacific, the Commander of the Deployable Joint Inter-Agency Task Force and most recently the Director Maritime Domain, Capability Branch.

CDRE Golding considered his core focus would be around people, purpose and passion. "Our people thrive in a positive environment, in a structure based around respect, in an adult learning environment. We get our core values right, our diversity and inclusion grows."

Purpose – a familiar concept for Joint Forces – would involve the regeneration of the frigates and the combat capability. CDRE Golding says he understands the importance of high-performing teams executing the game plan and will be building on it.

And passion? "I'm a passionate guy. But if you get the first two right, people become passionate about what they do. They get enthusiastic, they want to improve, and I'll be ensuring that passion is harnessed."



THIRD FLIGHT (REDUCED) FOR NO. 6 SQUADRON

After a hiatus of six years, No. 6 Squadron is showcasing its growth with the standing up of its 'third' flight.

Traditionally the Squadron has had three flights – A, B, and C – but has been unable to staff the third flight for some time. While the unit has been growing its personnel numbers it has been operating with just B and C Flight.

Lieutenant Zach Taylor, overseeing the revival, says the Squadron took a break from three flights when it received the 'I' model of the Seasprite maritime helicopter in 2015. "We had an agreement when we received the SH-2G(I) Seasprite that we would start with two flights to allow time to grow personnel and iron out the kinks. Now, that agreement with the Maritime Component Commander and Air Component Commander expires next year. Getting back into it signals the growth of personnel, and shows us delivering the contract that No. 6 Squadron has."

The timing is ideal, as demands grow for embarked maritime helicopter operations. "The number of aviation-capable ships has increased," he says. For the first time in a while, there have been two embarked Seasprites on ships at the same time for prolonged

periods – HMNZS AOTEAROA in South East Asia, and HMNZS WELLINGTON in the Pacific.

The flight isn't at full strength yet. Normally it would be around 14 personnel, including aircrew along with an aircraft and maintenance back up. At this point, 'A' flight is set up as a detachment for No. 3 Squadron, to provide flight deck resources for NH90 helicopters operating from HMNZS CANTERBURY. "No. 3 Squadron don't have the resources on their own to operate NH90s on ships, so 'A' flight will help facilitate that. Until now the either 'B' or 'C' flight has been required to embark on HMNZS CANTERBURY to fulfil this role, which hasn't been an effective use of their time. For 'A' flight (reduced) it's about supervising flight deck operations. The No. 3 Squadron team will maintain the helicopter along with getting it out of the hangar, onto the flight deck, and putting it away at the end of the day. We'll handle the lashing of the helicopter to the flight deck when it lands, the transfer of underslung loads, personnel and provide emergency response."

Last month a flight deck party course was run for 'A' flight (reduced). "The course focusses on safety and situational awareness in a dynamic, changing environment. It's run with COVID-19 protocols in place, and students have to demonstrate their commitment to learning and continuous improvement in a hot, noisy and windy environment." The final day involved the students perfecting the process for lashing aircraft to the deck with chains, winching, and Vertical Replenishment (VERTREP) with both a SH-2G(I) Seasprite and a NH90. Members of 'A' flight (reduced) have also been trained at the Navy's Damage Control School in generic Damage Control as well as procedures tailored for aircraft emergencies.

It means 'A' flight (reduced) can now support HMNZS CANTERBURY's Safety and Readiness Check when it returns from its maintenance period in Singapore, and means it stands ready to embark onboard CANTERBURY for the 2021/2022 Pacific Humanitarian Aid and Disaster Relief period, should the need arise.





TE MANA AT SEA



Lieutenant Richard Horne, Ship's Information Officer, reports on HMNZS TE MANA's Frigate Systems Upgrade progress from Canada.

TE MANA's Safety and Readiness Check (SARC) was conducted from 27 September to 1 October. It was a busy week for TE MANA, but everyone pitched in and the Maritime Operational Evaluation Team (MOET) were thoroughly impressed by the efforts of the Ship's Company. All the months of hard work and preparation paid off with strong displays in a number of areas. With the most important box ticked, the final preparations to go to sea were completed over the weekend and TE MANA successfully sailed from Canadian Forces Base Esquimalt for the first time in 938 days.

A busy week of conducting Sea Trials ensued as the Ship's Company settled back into life at sea, aided by pristine Canadian weather and sea conditions.

Highlights of the week included high speed engineering trials, RHIB training, anchoring, and ship manoeuvring, as well as the regeneration of sensor and support systems. For a number of the Ship's Company, these were their first days at sea and it is particularly exciting to see them grow into mariners.

At time of writing TE MANA has now spent four weeks at sea. The first two were Commanding Officer's Sea Weeks, getting the ship to sea and focussing on internal training and engineering trials. For the last two weeks, TE MANA has been out at sea conducting CSAV (Combat System Alignment Verification) trials in support of Lockheed Martin Canada, in the areas around Esquimalt, the Juan de Fuca Strait, and the Canadian west coast firing areas.

These CSAV trials test the capability of the new and improved CMS (Combat Management System) to track both surface and airborne contacts from a number of sensors onboard, including 2D and 3D radar, infra-red and electro-optical sensors, and ESM sensors. For some of these trials TE MANA utilised her own RHIBs or navigational buoys as surface contacts, and for others the Royal Canadian Navy (RCN) assisted by providing Lear Jets as airborne contacts.

TE MANA also had the opportunity to work with the RCN's HARRY DE WOLF, VANCOUVER, MOOSE, ORCA, and CARIBOU. The ships started the day conducting a sail-past of Victoria, followed by some Officer of the Watch Manoeuvres, and then formed up for the final manoeuvre (dubbed the 'Starburst' by the RCN). TE MANA thoroughly enjoyed the chance to operate closely with Canadian warships, and looks forward to the next time in-company with them.

Winter in Canada is quickly drawing in, with the days getting shorter and the temperatures steadily dropping. TE MANA has had to work hard to make the most of the daylight hours while they last. The ship got her first taste of rough weather and big swells when she was out in the west coast firing areas, sailing into 5-6m swells and 40-knot winds. Apart from a few sea-sick sailors she pushed through and successfully achieved the trials. All the while, we have also indulged ourselves in some local traditions of Thanksgiving, Halloween, as well as the 216th commemoration of Lord Nelson's Victory at Trafalgar, capping off a successful first month back at sea.



CHEF OF THE YEAR

Able Chef Moana Hira

HMNZS WELLINGTON

A chef who loves seeing the joy good food brings has been awarded Navy Chef of the Year for 2021.

Able Chef Moana Hira, posted to HMNZS WELLINGTON this year for the ship's work-up and trials leading to Operation Calypso, was described as "invaluable" in using her experience to help form a brand-new galley team. Her citation describes how the ship came up to an operational state through weeks of long working hours and high-tempo drills. Throughout the push, ACH Hira fostered a positive attitude as she actively coached and mentored her younger galley team.

The food's pretty good too. Her reputation among the crew is that of an excellent chef with almost every meal being commented on as 'the best ever'. She used her downtime to support her shipmates' birthdays

and once spent a morning creating goodies to sell to the Ship's Company to raise money for the SPCA.

She says she was shocked to receive the award, which took place on board HMNZS WELLINGTON last month.

"I just feel like I'm doing my job. It makes me feel good to make other people happy. But to be commended for such a high praise like Chef of the Year blows my mind."

ACH Hira joined the Navy in 2016 after finishing at Whangamata Area School in the Coromandel. "Recruiters came to the school, and it was cool to see a different path other than university. You got paid to learn, paid to travel, paid to play sport. My parents thought it was awesome."

She had a passion for cooking in high school. "I realized the joy and happiness food provides. I helped my parents and my family cook. I just like seeing how it brings everyone together."

Her first posting was in HMNZS TE MANA for two years, which included a South East Asia deployment.

"I then posted onto HMNZS OTAGO in March 2020, and I've been in Offshore Patrol Vessels since then. The crew size is good, less than half of a frigate. You can be a lot more creative with a small crew."

It is typically a galley team of six in an Offshore Patrol Vessel. "You have a Petty Officer Chef and a Leading Chef. Then there's a 'two-star' chef like me. Then you have two or three junior Able Chefs or Ordinary Chefs in the mix."

She says the hardest aspect of being a chef at sea is that it's a physically demanding job. "You're standing, moving around for eight plus hours, lifting heavy pots of food and even if the seas are rough, people still need to eat. But definitely, the pros outweigh the cons. I've got an internationally recognized City and Guilds qualification that I can take anywhere, and I got paid to earn this qualification. My advice to people thinking of becoming a chef, if you've got that passion and creativity, then being a chef could be for you. You get paid to travel, get qualified and you make life-long friends."

CAPTURING THE CONTRABAND



Chief Petty Officer Communication Warfare Specialist

Chris Lawson

With the abatement of the southwestern monsoon season, narcotics trafficking through the Indian Ocean is on the rise. It's what Chief Petty Officer Communication Warfare Specialist Chris Lawson has been waiting for.

It's a good atmosphere on the combined watch floor for Command Task Forces 150 and 151 in Bahrain. Out in the Indian Ocean, the weather is improving, and the targets – dhows possibly loaded with contraband – are making their move. View screens populate the wall of the watch floor, showing the 'assets' – the naval forces ready to go to work. The maritime picture – the hunters and the hunted – is starting to build.

New Zealand is leading Command Task Force 150 this year, the first time it has done so. The multi-national task force's mission is to conduct maritime security operations outside the Arabian Gulf, targeting the movement of weapons or drugs that foster criminal and terrorist organisations. CTF 151 tackles piracy.

The team have enjoyed early success, last month directing the French frigate FS LANGUEDOC towards two separate dhow interceptions. So far the seizures have involved over 5,000kg of hash and 166kg of methamphetamine. If this was to make its way to New Zealand, then the combined street value would be in the vicinity of NZ\$159.5 million.

CPOCWS Lawson is Staff Officer N6, responsible for the communication

networks the team need to complete the mission. He connects with coalition and United States networks, and makes sure the team can connect internally and with the New Zealand Defence Force systems. He looks after the logging and record-keeping of all command decisions.

He says it's the challenge offered in the Navy that gets him out of bed, and he's certainly getting that in Bahrain. "That's the reason I joined," he says. "That's what's great about the Navy. Even if you're doing the same sort of role, every couple of years it's different. You're on different platforms, doing different operations – and then there's a land-based operation like this."

Originally from Kawerau and Whakatane, a chance for a challenge was what prompted him to join the Navy in 2008. He'd left school in the 6th form and had been working in a marine shop. "I wanted to get out, do some things, and decided to give it a go. A lot of my family have served in the Royal Navy, and it's good to know you're following in your family's footsteps."

Particular highlights for him have been attendance at Exercise Rim of the Pacific, the world's largest maritime exercise, in 2012 when New Zealand was working its way back into a naval relationship with the United States, and then again in 2014, 2018 and 2020. "I've done multiple stints on the frigates, in CANTERBURY, the old MANAWANUI and the new MANAWANUI. I've done a short time

in WELLINGTON and most recently in AOTEAROA. I've spent most of my career at sea."

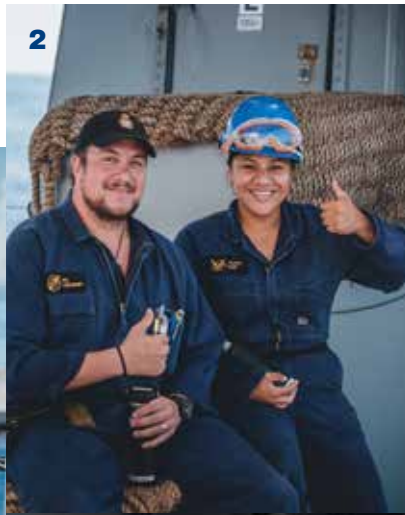
He previously applied for a CTF 150 posting two years ago, when Australia were leading it. When he heard that New Zealand was leading this iteration, he put his hand up.

"The first two months for us – during the monsoon season – was about building relationships, meeting our counterparts, and getting familiar with the assets we have out there. Now the weather is shifting, people are starting to move."

The team were hoping to build on the success of their predecessor, Canada, and with two busts under their belt they know it's working. "This is why the relationships are important. If we get intelligence, we can pass it on to an asset – a French ship, a Royal Navy ship, or it could be aircraft. It's not a binding contract. We can request an asset and say, we've found something, can you go and investigate?"

For downtime, CPOCWS Lawson says it's much like New Zealand in Level 1. "Bahrain has a high vaccination rate against COVID-19. We can go out to waterparks and other attractions, hit the beach and pools, and barbecues with friends."

New Zealand will hand over the lead of CTF 150 to Pakistan in early 2022.



OUR PEOPLE



1. ALSS Chloe Cullen on the deck of HMNZS TE KAHA with USS CHARLESTON in the background.

2. POWT Michael Montgomery and AWTR Joanna Mafi take a break from RAS duties on board HMNZS TE KAHA.

3. From left, ACH Janelle Barnhill, ACH Melissa Kurylo, LCH Conor Monaghan and ACH Nadia Mwila participate in the 'HMNZS AOTEAROA Open', a nine-hole course throughout the ship on transit from Guam to Singapore.

4. CDR John Sellwood is promoted to CAPT at Defence House, Wellington.

5. Promotions to Able Rate for HMNZS TE KAHA shipmates ASTD Danielle Kurei, ASTD Paige Harvey, ASTD Amber Younger, AMT(P) Antony Baker, AMT(P) Frazer Grant and AMT(L) Cole Carey.

6. Warrant Officer Mark Hannah, the manager of Quality Assurance and Training for Defence Recruiting, is commissioned as a Lieutenant, with his son Luke and stepdaughter Renee changing his rank slides.

7. AMT(L) Myer August, HMNZS TE KAHA, reacts to the camera.

8. ASTD Oziah Duff-Feu'u, HMNZS AOTEAROA, receives his first Good Conduct Badge.

9. LCSS Hayley-Ann May and ACWS Serafima Kazakova are all smiles on board HMNZS TE KAHA.

10. HMNZS TE KAHA's Electronic Technicians pose for a photo with the UK's Carrier Strike Group in the background.

11. CPOMAA Lisa Glennie is all smiles as she works with HMNZS TE KAHA's RAS team.

12. CDR Brock Symmons, CO of HMNZS TE KAHA, talks to his opposite number, CAPT Simon Rooke of HMNZS AOTEAROA, while the two ships are rafted up for a resupply.

13. ASCS Luther Paniora-Prescott is promoted to Leading Hand aboard HMNZS AOTEAROA.



Simulator hits the senses

The Sea Safety Training Squadron's Damage Control Communication Training Unit (CTU) has just undergone a major overhaul, with the finished product being almost unrecognisable from its original state.

Gone is the Leander-era communications equipment and classroom feel, replaced by the exact same Damage Control (DC) systems used in the fleet. The simulator injects machinery noise, lighting and visual graphics commensurate with what would be found on board an operational platform. The result is an overloading of the senses, making the user feel like they are actually on board a vessel and dealing with a DC incident.

The new trainer allows the user to interface with the same Internal Propulsion Management System (IPMS) and integrated Battle Damage Control System (BDCS) state boards as found on the Anzac frigates. These systems allow the user to practise the same DC management scenarios taught on board ship, albeit now without the remainder of the ships' company having to participate.

Above: Floor to ceiling photographs of bulkheads, plus simulated machinery noise, presents a realistic package to trainees.

The new simulator was installed by the Maritime Simulation Refresh (MSR) project team, with the help of the Auckland based Electronic Navigation Limited (ENL) as the technology provider. This upgrade is just one of many of the exciting projects that the MSR team are working on throughout the Naval Base. The aim for each project is to breathe new life into the simulation systems that they are modernising.

The CTU facility is open and ready for all members of the Navy to come and hone their DC skills in a supportive environment with world-class facilities and instruction.

The CTU upgrade is part of the MSR project, headed by the Naval Simulation manager Kevin Heveldt and his MSR team, Lieutenant Commander Nick Davey and Karl Vetter.

"So whether you want to practise your voice commands over a piping system, become a master of the BDCS, or advance your task-book and become endorsed in DC, book yourself in and come on down," says Mr Vetter.

East Timor Medal



Twenty years ago Chief Petty Officer Electronic Warfare Specialist Greg Gatley was the first person in the Navy to receive the new East Timor Medal, presented to him by Prime Minister Helen Clark. He talks to *Navy Today* about the deployment.

We were going into the unknown, says CPOEWS Greg Gatley. He had been posted to frigate HMNZS CANTERBURY since 1995 and he remembers the ship leaving Auckland in September 1999, with most of the crew not aware of what they were heading for. He recalls a media leak, suggesting they were heading for East Timor, and they were briefed on the way there.

"I was young, 22, 23, and that's what we had joined to do. At the end of the day, you're posted to a ship, you get on and do it."

In the nineties East Timor, occupied by Indonesia since 1975, began moves towards self-determination. After an August 1999 referendum in favour of independence, the people of East Timor were terrorized by the Indonesian militia, which went on a rampage of killing and destruction.

Under the auspices of the UN, the International Force East Timor (INTERFET), an Australian-led International Force, was inserted into East Timor on 20 September 1999 to bring order and stability to the territory.

CANTERBURY was assigned to relieve HMNZS TE KAHA, who had been diverted from a Five Powers Defence Arrangements exercise to help cover the initial amphibious and air landing intervention. CANTERBURY would cover the arrival and landing of the New Zealand battalion at Suai during October. HMNZS ENDEAVOUR was also in the vicinity, supplying fuel to the operation.

"We were at Action Stations a lot of the time," he says. "Our first job was conducting patrols, and we were overflown by Indonesian Hawk jets. Indonesian ships would hang around, just to show they were there, and check up on what we were doing."

CPOEWS Gatley got to go ashore. "I remember when we came in, there were still fires burning, and when we got ashore, we saw villages had been burnt out. That was a bit of a shock. We met some of the locals, but a lot of them had fled. It took them a while to come back."

The operation involved 540 sailors and officers. A year later, on 28 March 2001, CPOEWS Gatley was one of around eight people chosen to attend a special service at Parliament to receive the new East Timor Medal from the Prime Minister. "There were Army, Air Force, Navy, Police and Customs." Later that same year, the people of the country now known as Timor Leste voted in their first election, organised by the United Nations.

He says a lot of his Navy career has been about being in the right place at the right time. After two years playing cricket as a teenager in England, he cut his hair and joined as a 19-year-old, looking for a new challenge. He served an unusually long time in CANTERBURY (five years), which included Persian Gulf and Bougainville deployments, then did two more deployments to the Persian Gulf in 2003 and 2004 in HMNZS TE MANA. In 2005, he was in TE MANA when the Navy conducted its first-ever visit to Russia. He remembers being alongside a huge Russian cruiser and a truck dropping off a frozen horse carcass for the Russian ship's stores.

Today, he's the Basic Branch Trainees' coxswain and working through his Warrant Officer Development Course.

"I haven't been to sea since 2010." East Timor was a long time ago, he says, but it did make you realise how lucky you are to live in New Zealand.



Our Man in London

In our series on our Naval personnel in diplomatic posts, we check in with Commander Tony Masters, Naval Adviser in London.

For many, the New Zealand High Commission in London was the ugly square building on the Haymarket, which commanded stunning views over St James's Park and the surrounds of Whitehall. But in fact Commander Tony Masters has just moved across the road, with the Commission now housed

in the sober Whitehall-styled façade of No 1 Pall Mall East, Kinnaird House.

CDR Masters represents New Zealand Defence, including the New Zealand Defence Force and Ministry of Defence, as well as the Royal New Zealand Navy's interests in the United Kingdom. He also looks after the NZDF's interests in Germany and the Netherlands. His fellow service Advisers are allocated Ireland, Italy and Turkey.

He is posted with his wife and family, including two children, and accommodated within an hour's drive of the High Commission.

Day-to-day, he has to be conversant with NZDF and single-service strategic direction and policy, as well as the

International Defence Engagement Strategy, in order to pursue the Navy's interests in the United Kingdom and Europe. "As a result I liaise with peers in both Germany and the Netherlands and represent the NZDF across these nations." He ensures oversight of visiting personnel within Europe, and attends a number of service memorials in the Netherlands and Germany.

Time management is the most challenging aspect. "Some months are extremely busy. Making time across the various engagements when travelling by plane, train or automobile to ensure you have time for your own well-being is essential but certainly a challenge at times."



Then there are the people who post in and out of the United Kingdom and Europe. “I endeavour to get to all the naval bases and establishments to see the personnel posted to them – although COVID-19 precautions have prevented some aspects of this. The office team facilitate everyone’s claims, well-being support, movements and transport. Those posted to the United Kingdom are made well aware of the services and support available.”

For more significant support, CDR Masters is effectively everyone’s Divisional Officer, regardless of rank. “I’m the first port of call for assistance while they are posted to the United Kingdom or within Germany and the Netherlands.”

He can’t tell us his most strategic meetings, for security reasons, but one of the most memorable for him was the United Nations preparatory Conference on Peacekeeping. He was invited, on behalf of New Zealand, to be the closing speaker.

As an attaché, he is formally accredited to the Court of St James. “I have had the pleasure of attending events at Buckingham Palace and other exceptional locations.”

COVID-19 in the United Kingdom was and still is challenging. “Initially the relocation and repatriation of RNZN personnel was a considerable effort, and then subsequent to that, the lengthy restrictions and hurdles to ensure personnel were adequately

looked after and we were suitably protected was a challenge. At the height of the pandemic the United Kingdom was experiencing 69,000 cases a day. In comparison we are now only experiencing 30,000 cases daily and approximately 112 deaths a day in comparison to the 1,650 odd deaths a day at the peak. Home-schooling and time management within the confines of the house for 9–12 months had its ups and downs, but at present schooling has re-opened and life is nearly back to normal.”

The most enjoyable part of the job is the colleagues and acquaintances he has met. “Many of them I now consider close friends.”

Engineering Training Reform

The Journey

CURRENT STATE

The Royal New Zealand Navy are reintroducing to service HMNZ Ships TE KAHA and TE MANA after the FSU project and progressively releasing capability of HMNZ Ships MANAWANUI and AOTEAROA. This represents a significant modernisation of the systems and equipment of the Naval Engineering Enterprise.

The RNZN's technical training model was last reviewed approximately 12 years ago. During this time, only minor adjustments have been made. However, the overarching model has not kept pace with the rapidly changing landscape of regulatory compliance and the Naval Engineering System.

ENGINEERING TRAINING REVIEW

The ETR project team was established in late 2019 to review the entire engineering training system up to Petty Officer. Due to the sheer magnitude and complexity of the project, it has been broken down into tranches.

Tranche One

- BBT 'Orientation phase': pilot product to be delivered – Jan 2022.

Tranche Two

- On Job Training (OJT) 'Build Phase'.
- Leading Hand Professional courses 'Advance Phase'.

Tranche Three

- Petty Officer Professional courses, 'SME'.

PROBLEM/HISTORY

Extensive research by the ETR project team identified vital constraints and inefficiencies created by:

- The degradation of the engineering training system over time;
- Changes in the regulatory and compliance environment;
- Training bottlenecks;
- How technicians are employed (by rank) across various platforms;

- Infrastructure and resource constraints; and
- Staffing constraints, gapped military and civilian positions.

SOLUTION

The evidence gathered by the project team was thoroughly analysed, which facilitated meetings with multiple stakeholders and external organisations. These meetings culminated in a road map that will refresh and optimise RNZN technician training and qualifications.

The project team engaged multiple industry training providers, including universities. Our current relationships with 'SKILLS consulting group' and 'Competenz Trust' meant they were better positioned to meet our training needs. New addendums have been signed to facilitate joint partnerships with E-TEC and Manukau Institute of Technology to provide industry training to our RNZN technicians.

The importance of NZDF's strategy of 'having the required people by 2025' (and retaining them) recognises the importance of RNZN engineers attaining technical qualifications throughout their careers. A skilled and diversified knowledge base will be developed within the engineering community with flexibility of qualification(s) and pathways to higher engineering learning. This was highly desirable by the ETR Project Board.

THE TRAINING PIPELINE

As an ME or WE Engineering Technician, the learner will complete the core technical disciplines of electro-technology and maintenance fitting through a combination of theory and outsourced practical courses within the first year of service. Successful completion will result in the award of a level three New Zealand Certificate in Electro-technology (Service strand) and completion of the theory and exams toward the EWRB

Electrical Service Technician (EST) licence.

Note: There is an 18-month experiential element required before applying for registration as an Electrical Service Technician with the EWRB.

The trainee will then complete naval safety systems and naval fundamental systems familiarisation required for ME or WE categorisation before graduating 'Tranche 1' training.

WHAT'S NEXT

Tranche Two will see the development of:

- A Talent Management Cell (TMC) that monitors individuals' progress, develops training plans and liaises with the fleet for opportunities to advance targeted training. The TMC will also advise Career Management on course demand.
- A Record of Learning (RoL) to stand as the one source of truth and standardise progress reporting across the fleet. This will be managed by the TMC.
- Further partnership with Industry Training Organisations (ITO) in developing OJT, remote learning and assessment modules to leverage the work conducted within fleet units to establish the 'advance phase'.
- Finalisation and moderation of the learning objectives (LO) required to fulfil our young engineers' level four NZ certificates.

Tranche Three will see:

Development of pathways toward attaining diploma level NZQA qualifications as part of the Petty Officer professional course.

Our Mission

To establish an agile training system capable of generating the required engineering workforce in support of our Navy.

Ready to Deliver

The ETR has developed a new BBT training system that will begin in January.

ELECTRICAL SERVICE TECHNICIAN

Outsourced to ETEC
Level 3 Electrotechnology
Partially Online

26 WEEKS

SAFE TECHNICIAN

Outsourced to Competenz/MIT
Safe Technician
Partially Online

10 WEEKS

NAVAL SYSTEMS

Height Safety/Confined Spaces/
Approved Filler

4 WEEKS

WE SPECIFIC	ME SPECIFIC
5 WEEKS	5 WEEKS

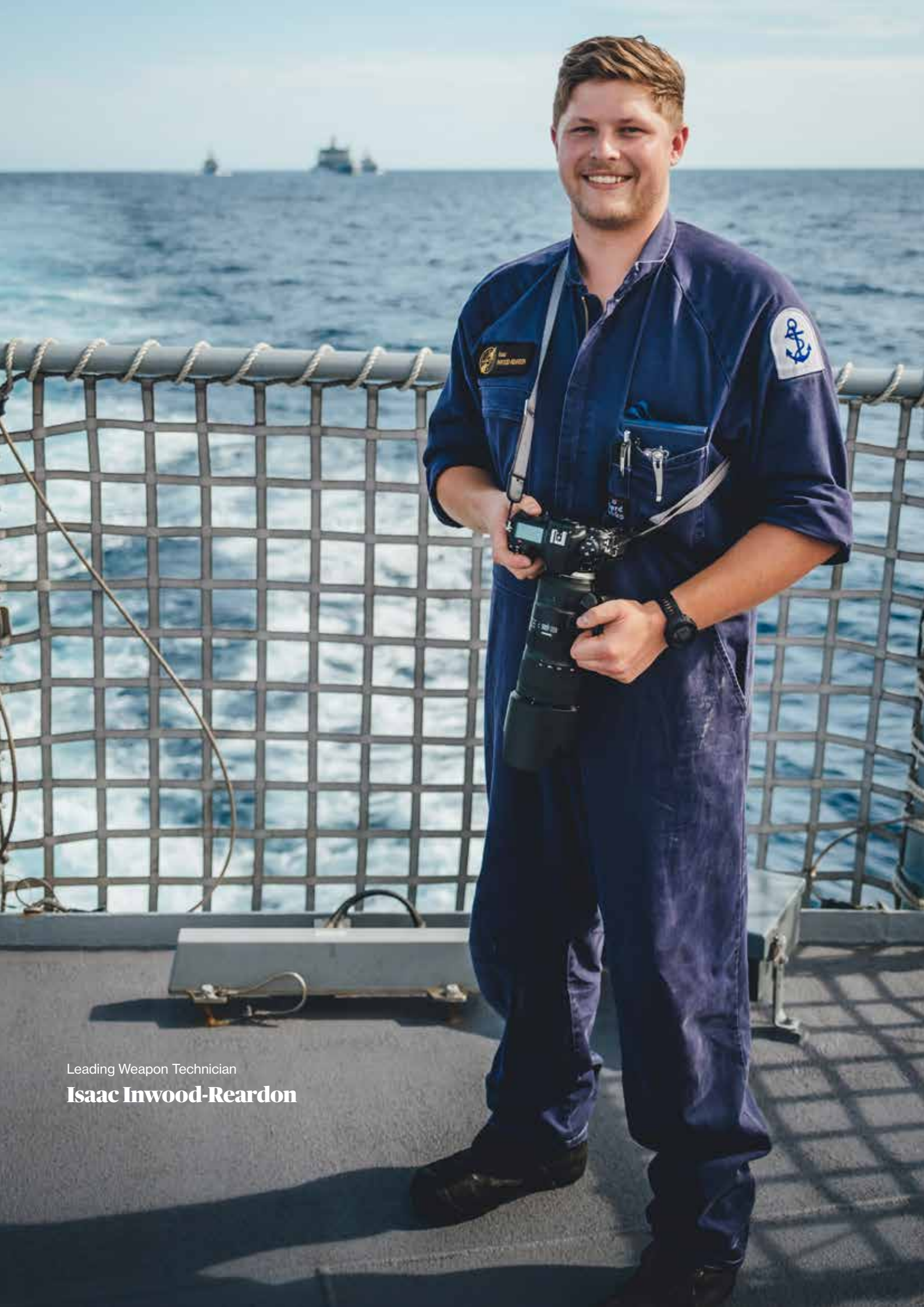
COMPLIANT QUALIFIED TECHNICIAN

What's Changed

- New Zealand Certificate Level 3 in Electrotechnology.
- Electrical Service Technician exams completed, only hours needed to gain EST license and registration.
- Approximately 20% online learning.
- Reduced length of training.
- Predominantly outsourced.

What's Next

- Leading Hand Course and Qualifications.
- Electronic Record of Learning.
- Workplace Based Learning.
- Talent Management Cell.



Leading Weapon Technician

Isaac Inwood-Reardon

Capturing the moment

Photography enthusiast Leading Weapon Technician Isaac Inwood-Reardon, 24, from Nelson, has covered a lot of the Pacific with his Nikon DSLR while serving with HMNZS TE KAHA. He talks to *Navy Today* about his passion for capturing ‘life’ at sea.

His day job is maintaining, repairing and operating the Mark 45 5-inch main gun on HMNZS TE KAHA. He services the variety of small arms, such as the MARS-L rifle, Benelli shotguns, Glock pistols and the .50 calibre machine guns. But when time and duties permit, LWT Inwood-Reardon captures the ‘moments’, both with TE KAHA’s operations and the life aboard an Anzac frigate.

For his current deployment, Operation Crucible, LWT Inwood-Reardon has packed a Nikon D500 with a 70–200mm F/2.8 lens, 17–50mm F/2.8 lens and a 35mm F/1.8. He also carries a hot shoe external flash but it doesn’t get much use – he prefers natural light with his work.

“I really got into photography when I was 13. We had a project to make a website that included perspective photography from images taken around the school. My project partner would stand in front of the camera and I would move back to make him look like he was as tall as the classrooms, ‘destroying’ them. It showed me things I had never thought or known about cameras, and how to make images look more interesting than just taking a square-on photo of someone.”

His first camera was a Panasonic Lumix FZ-100. “I taught myself, and watched videos on how to expose shots, manually adjust apertures, ISO and shutter speeds, taking long exposures using tripods. I really started to love figuring out what I can do with light and a camera.”



He’s upgraded over time, getting his first proper DSLR camera the year he joined the Royal New Zealand Navy in 2015, and has built up an arsenal of lenses and equipment.

LWT Inwood-Reardon has usually been fairly private about his hobby, doing it largely for himself. It has only been recently – largely due to crew enthusiasm for his efforts – that he has become TE KAHA’s unofficial ‘paparazzi’.

“I’ve always taken photos at sea, but I just showed them to friends and family when I got home. But with this deployment, I had been capturing a lot of events, and the photos have gathered a lot more attention from crew and command. It’s become well-known that I take a lot of photos!”



He recently documented a “Crossing the Line” ceremony, and the photos were distributed throughout the Ship’s Company. “A lot of people look forward to the images, and it is quite rewarding hearing the feedback from Ship’s Company and the wider community the ship releases them to – including *Navy Today!* People photography was something I never used to enjoy because there is always pressure and feedback, but now I really enjoy it as the reaction is positive and the pressure is just what I put on myself.”

Photography at sea can be tricky. “Sunlight on the ocean is very harsh, there is a lot of excess light reflecting off the ocean. While this makes it very hard to expose shots, it also reflects the light up onto people and faces, lighting them up and reducing shadows. It’s even better when it’s an overcast day and the light is being diffused by the clouds making a nice, even and flat light. You generally have to under-expose shots while at sea due to the excess light, only to then lighten them up later in post processing. This creates very nice photos, generally blowing out the sky/ background, but allowing the subject to remain nicely exposed. While I own an external flash, it is very rarely used, as natural lighting is a lot more flattering if you can make it work.”

The ship’s constant movement is another factor. “One minute you find the right angle to take the shot where the sun is right, next minute the ship has turned and you’re now shooting silhouettes directly into the sun and have to manually adjust your settings and position.”

He’s gone through many phases of photographic style, and ‘wow’ moments come with practice.



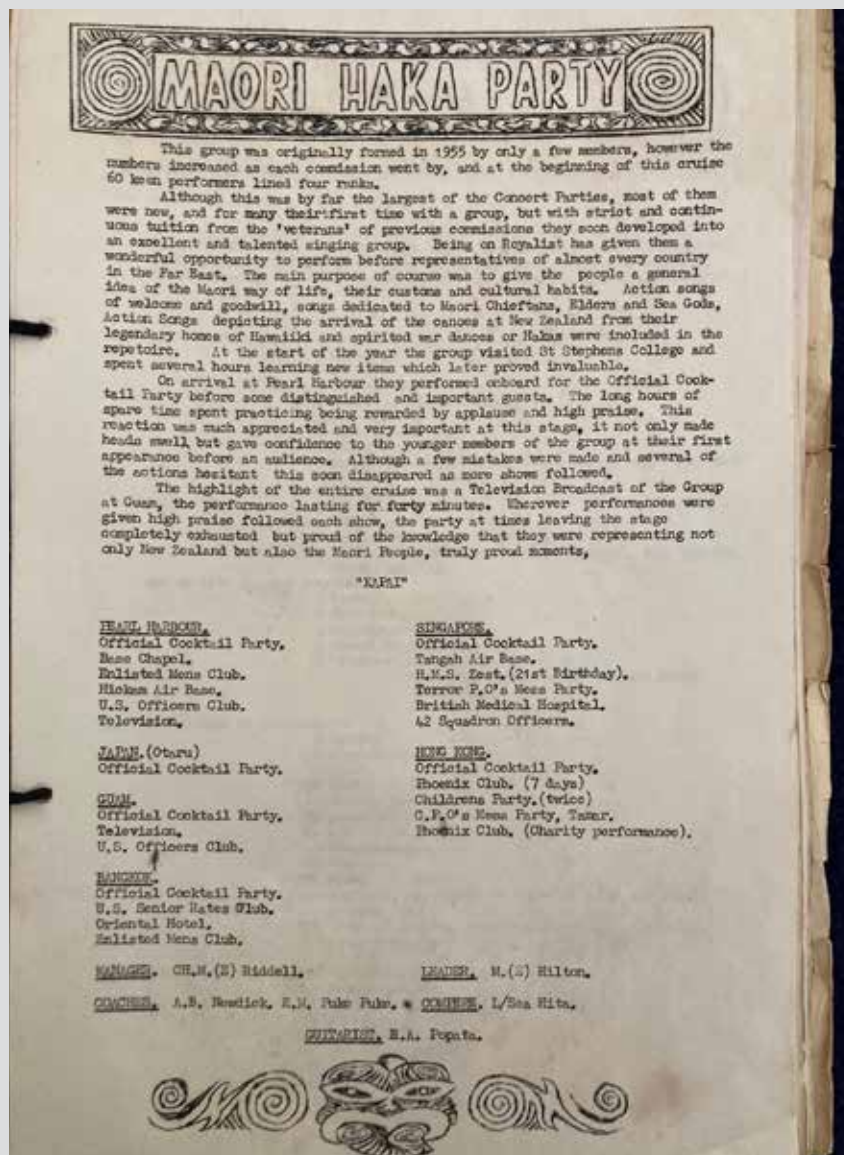


“I love experimenting and taking photos of just about anything. It’s gets me out and about and doing things, especially when I’m travelling. I’m constantly looking up places I can explore, to take photographs in foreign settings. Sometimes the photos I don’t expect to be good, end up being my favourites and ‘wow’ me!”



Royalist in print

During her final voyage in 1965, Dido-class cruiser HMNZS ROYALIST produced a souvenir newsletter outlining her adventures - including her ignominious total engine failure in the Coral Sea in November.



The dates of the newsletter are not clear, but appear to cover an 11-month period - tied up and at sea - from December 1964 and up to and including the engine failure on 1 November 1965. The deployment action seems to start properly in March, leading with refresher training with the US Navy's Fleet Training Group in Pearl Harbor.

A good idea of the itinerary is provided via the ship's 'Māori Haka Group', who put on multiple performances in Pearl Harbor, Guam, Hong Kong, Bangkok and Singapore during her deployment. The first performance is always at the 'Official Cocktail Party'. Six performances were carried out at Pearl Harbor, with one of them being televised.

During the deployment ROYALIST boasted a Medical and Dental Department, capable of carrying out x-rays and minor surgery (including the removal of a hernia and two appendices). They also dispensed 150,000 salt tablets. The dentist and his team saw 1,404 patients, filling 1,265 teeth and extracting 145 teeth.

Near the end of her tour the ship departed Singapore for New Zealand on 21 October 1965. According to the Navy Museum's history, she suffered a total engine failure on her passage from Manus Island to Suva, in the Coral Sea. She had serious salt-water contamination of her condenser feed-water, and badly damaged aft boilers and evaporators, a condition known to engineers as 'condenseritis'. She was taken under tow by Royal Navy survey vessel HMS DAMPIER and later by Brisbane tug CARLOCK.

'There is no short term solution', said the Captain to the Ship's Company.



BY THE NUMBERS:



143 DAYS AT SEA
192 DAYS IN HARBOR



PERSONNEL ON BOARD
533



POTATOES CONSUMED
140,138 POUNDS



142 MAIL BAGS (AIR)
AND 98 BAGS (SEA)



PAINT USED
2,348 GALLONS



BEER DRUNK (WHILE IN PORT)
137,509 CANS



DISTANCE COVERED
41,985.7nm



CIGARETTES SMOKED
2,390,000



SOAP USED
12,875 CAKES



ROUNDS FIRED
3,806 ROUNDS
OF 5.25 INCH AMMUNITION

PUNISHMENT

1,189 DAYS OF 'NO. 9' PUNISHMENT
AND 1,359 DAYS OF DETENTION



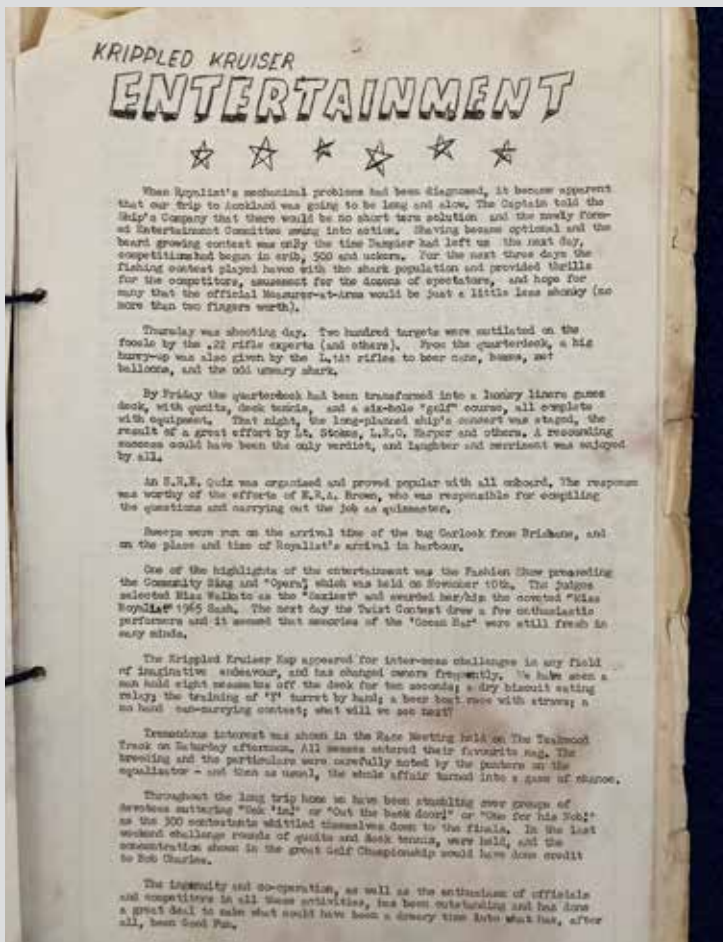
PERFORMANCE UNDERWAY
0.0117 MILES TO
THE GALLON (62 FEET)

Facing the prospect of a slow trip home, the 'Krippled Kruiser' entertainment committee fired up. "Shaving became optional," said the newsletter, leading to a beard-growing contest. Other forms of entertainment included: ukkers and crib tournaments, a fishing contest, marksmanship contest, deck tennis, a six-hole golf course, a ship's concert, a 'Miss' Royalist 1965 contest, a community sing-along and a sweepstake as to when CARLOCK would arrive.

In pursuit of the 'Krippled Kruiser Kup' (which swapped hands many times), there were seemingly no limits to imagination. How long can a man hold eight messmates off the deck for? How many dry biscuits can be consumed in a relay? Is a beer boat race with straws even possible?

By 12 November ROYALIST had carried out sufficient repairs to slip her tow and proceed to Auckland under her own power, escorted by HMNZS LACHLAN. She arrived on 17 November. Her engineering officer, Commander Simmonds, was sent before a court martial but was acquitted.

ROYALIST spent her last months as an alongside training ship. She was decommissioned on 4 July 1966 and scrapped in Japan in 1968.



Invictus athletes unite against cancer



The Invictus Games may have been delayed due to COVID-19, but that hasn't stopped four NZDF athletes from joining forces in support of a cause that carries personal significance for each of them. While the athletes come from different ranks and services, they have something in common: cancer.

When Able Communication Warfare Specialist Paulette "Doc" Doctor (Navy), Major Kiely Pepper (Army) and Robert "Tiny" Graham (Army), learnt that their Invictus team-mate Flight Sergeant Andrea McNabb (Air Force), was going to lose her hair due to the aggressive chemotherapy treatment she is undergoing, the trio decided to shave their heads in an act of solidarity and support, while also raising funds for the Missing Wingman's Trust.

In 2016, F/S McNabb was diagnosed with a rare 'one in a million' adrenal cancer. She underwent surgery to remove a 10cm tumour and was given the all clear until June 2018 when she found out that the cancer had returned. At the end of last year, F/S McNabb was given a new prognosis: the cancer was terminal. She is currently undergoing aggressive chemotherapy treatment to prolong her life so she can spend as much time as possible with her husband Rob, their six children and their two grandsons.

F/S McNabb, who joined the Air Force twenty years ago, said she was quite taken aback when she heard about Kiely, Tiny and Doc's plans to shave their hair off.

"I didn't expect it from them, or anyone to cut their hair. I appreciate how they eased me into the idea that I was going to lose my hair and what I could potentially look like. It really is a very selfless act on their behalf which tells me I must mean something to them," F/S McNabb said.

The genesis of the idea came from Tiny, who has spent 27 years in uniform and almost nine years as a civilian in Operational Logistics Support. With a history of bowel cancer in his family, Tiny decided to get his head shaved when he learnt that Andrea was about to lose her hair.

MAJ Pepper and Doc soon followed suit. MAJ Pepper, who joined the Army in 1996 as an Education Officer, and is now a Logistics Officer, says it's possible that Invictus Games members share a similar dark sense of humour when it comes to facing challenges and adversity. She also experienced losing her hair when she underwent chemotherapy treatment for breast cancer in 2015. But this time, MAJ Pepper explains, she had a choice.

"Losing your hair can make you feel and look quite different and it's uncomfortable when people, whether you know them or not, do a double-take when they notice your lack of hair. Now, when I look in the mirror I am reminded of Andrea's health. My appearance has also sparked discussion, and that's good, it means we're raising awareness about the mental and physical health of people who are fighting cancer," she said.

Able Communications Warfare Specialist, Doc, who has served in the Navy for over 22 years, had her own fight with cancer in 2008 and 2013. She said the decision to stand in solidarity with F/S McNabb was an easy decision to make.

"We all need strength when we reach a point we struggle to overcome. Having those around us to be able to show their support in such a visual way can be hugely empowering for the fighter. I'm a firm believer in giving when I can for the greater reason and if that can enable just one other person to become that empowering force that is worth it on any given day," she said.

So far, the group have raised \$1,307.50 for the Missing Wingman's Trust. But the story doesn't end there, F/S McNabb's longtime friend and colleague in the Air Force, F/S Sandi Cooper is shaving her hair too. The money she raises on her Givealittle fundraising page, will go directly to F/S McNabb so she can spend time in Rarotonga with her family. To find out more, search for: "McNabb's Memory Making Mission" on the Givealittle website.

From left, F/S Andrea McNabb, MAJ Kiely Pepper and ACWS Paulette Doctor.

What will I need in retirement?



You may be in your 20s or 30s, in which case retirement is probably the last thing on your mind.

Or, like me you may be in your early 60s and starting to contemplate what retirement may look like and how much you will be spending each week once retired. And just as importantly, how much will be required in investments to provide a comfortable retirement.

Just how much we spend in retirement is determined by a variety of factors, such as where we retire, whether we are still paying a mortgage or rent, the makeup of the household (e.g a couple or a single retiree), whether there are grandchildren, hobbies and the likelihood of travel. Some of us may also like dining out or consuming alcohol, in which case retirement may be more expensive.

There are no hard and fast ways for working out how much we will spend in retirement. Massey University helpfully interviewed a cross section of NZ retirees each year to work out what the average retirees are spending in retirement. The latest figures published in May 2021 show that a two person household living in the three largest cities spend an average of \$1,423 per week. By contrast, living in a smaller city or town is cheaper by approx. \$300 p/w.¹

An alternative option is to take your current household budget and multiply by 75% or $\frac{3}{4}$. This model assumes that in retirement you will spend approx. 75% of your current budget.

Another and more precise option is to develop a retirement household budget using Excel or one of the great budgeting tools available on the SORTED site (NZ Retirement Commission).

National superannuation payments are currently \$437 p/w for a single person and \$672 p/w for a couple (Tax code M). These are actually generous payments; however for most of us, insufficient to provide a comfortable retirement. So we then need to look at what else we will have to provide sufficient income to make up the gap between national superannuation payments and what we spend.

The source of that additional income may be KiwiSaver, DFSS or SSRSS (or another managed fund), a shares portfolio or investment property, or a combination of some or all of them. In doing our planning we should assume that we will be retired for an average of 25 years and that the supplementary income will need to last for that period.

Massey University and the Retirement Commission provide updated lump sum retirement projections each year, as below².

		No Frills Retirement	Choices Retirement
One person household	Metro	\$275,000	\$558,000
	Provincial	\$159,000	\$630,000
Two person household	Metro	\$179,000	\$756,000
	Provincial	\$71,000	\$476,000

¹ Source - Massey University NZ Fin Ed Centre - Expenditure Guidelines May 2021

² Source - Massey University NZ Fin Ed Centre - Expenditure Guidelines May 2021

An alternative option is to calculate annual retirement expenses and multiply by 25, an example set out below:

Annual projected retirement expenditure ³	Lump sum required
\$10,000	\$250,000
\$20,000	\$500,000
\$30,000	\$750,000
\$40,000	\$1.0m
\$50,000	\$1.25m

Source: *The Motley Tool* 18 Aug 2021

The sites for the NZDF Savings Schemes, SORTED, MSN Money and many of the banks have powerful tools to help us calculate lump sum investments required to provide a comfortable retirement. And just as helpfully, many of these tools also now tell us how long our investments will last.

Whatever your age, it is worthwhile having a think about what you want your retirement to look like.

To find out more, there is a raft of useful information available on the Force Financial Hub or SORTED sites. We welcome queries or comments. These may be sent to benefits@nzdf.mil.nz.

³ On top of national superannuation payments

15 ROUNDS

WITH COMMODORE GARIN GOLDING



01 **Job title and description:**
Maritime Component Commander

02 **Date joined RNZN:**
25 January 1988

03 **First ship posted to:**
HMNZS WELLINGTON

04 **Best deployment:**
1993 'Round the World' deployment on-board HMNZS CANTERBURY (i/c with HMNZS ENDEAVOUR). Visited Pitcairn Island, Halifax, Liverpool, Firth of Forth (Edinburgh), Stockholm, Plymouth, Toulon, Bombay, Oman, Lumut, Singapore, and Darwin. Epic!

05 **Hometown:**
North Harbour (distinction needed from a NPC perspective)

06 **Primary, intermediate, high schools:**
Target Road Primary School, Wairau Road Intermediate, Glenfield College.

07 **Favourite book:**
The Pillars of the Earth by Ken Follett

08 **Favourite movie:**
Black Widow

09 **Favourite album:**
A Momentary Lapse of Reason – Pink Floyd

10 **Favourite song:**
Learning to Fly

11 **Favourite holiday destination:**
Fiji – to just chill out

12 **Outside of work, what's a couple of things you enjoy doing:**
Spending time with my family and golf.

13 **What's something about you that not many people know:**
I make a pretty good homemade burger.

14 **A person that taught you a valuable life/Navy lesson was... and the lesson was:**
My dad. His lesson to a nervous 17-year-old Midshipman on joining was to respect and utilise your Senior Rates, as they are the heartbeat of the Navy.

15 **How would you describe the Navy in 10 words or less:**
A fantastic organisation that offers amazing opportunities and long-lasting friendships.

OUR NEW WEBSITE

The New Zealand Defence Force has launched a brand-new website, providing our viewers with the most up-to-date information on our services across all spectrums, including capability, operations, education and training.

You can see our Navy's latest stories on www.navy.mil.nz.

For a view of all our Services, see www.nzdf.mil.nz.



