

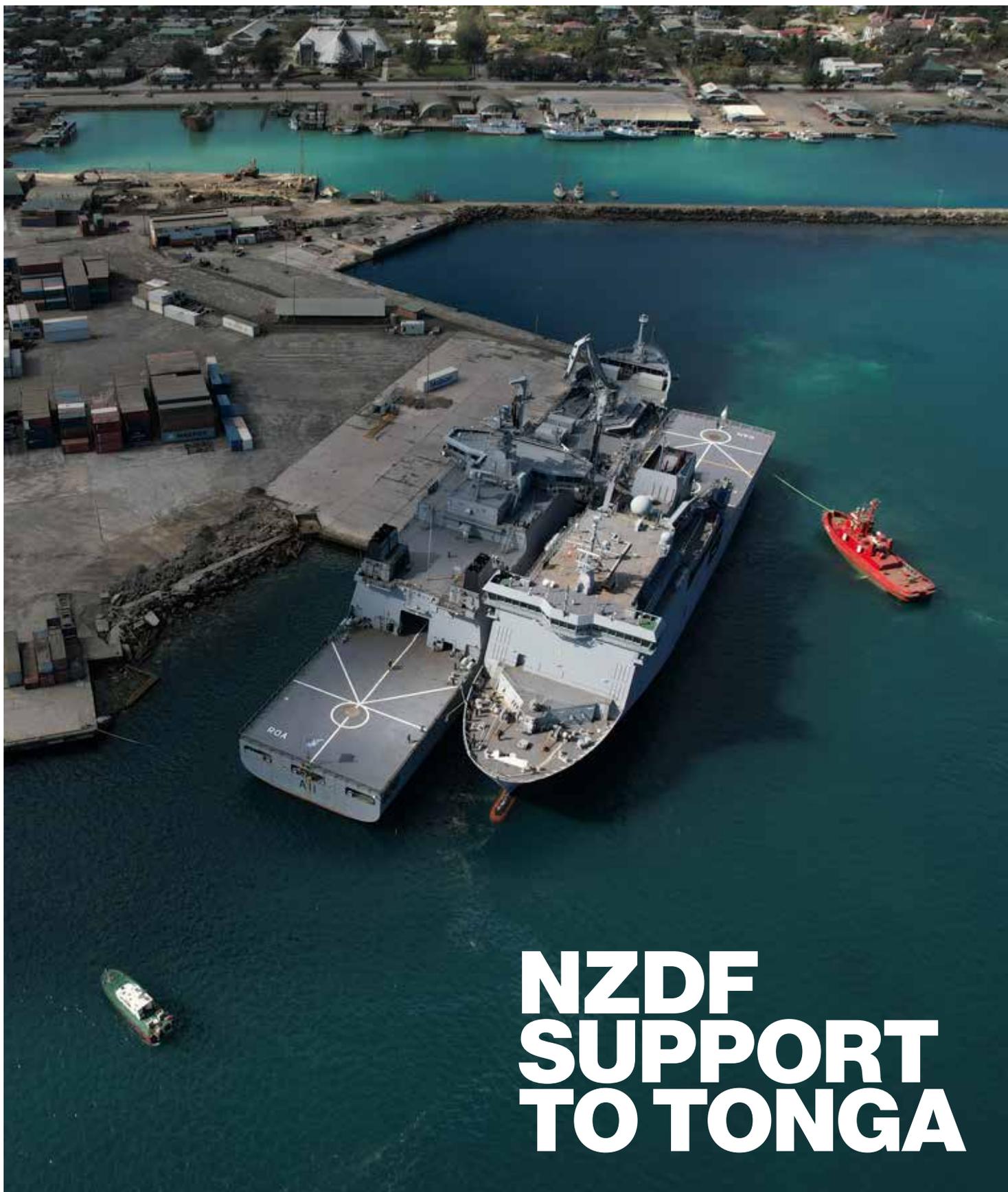
NAVY

T O D A Y

ARABIAN SEA
DRUG BUSTS

INTENT FOR
INNOVATION

TE MANA
PROGRESS



NZDF SUPPORT TO TONGA

Contents

- 04 Our mission to Tonga
- 15 Wrap-up of Arabian Sea drug busts
- 20 Intent for Innovation
- 24 Junior officer graduates
- 28 Posting to the Fisheries Forum Agency

- 30 TE MANA progress
- 33 Just for the record
- 34 Antarctica experience
- 35 15 Rounds



“Everything we do is contactless, to ensure we meet all of Tonga’s COVID protocols. Our priority is to work with Tongan authorities to ensure we can provide all the support that they need, where and when they need it.”

– Captain Simon Griffiths, Commanding Officer
HMNZS AOTEAROA



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:
A drone image of HMNZS CANTERBURY rafted against HMNZS AOTEAROA at the jetty in Nuku'alofa Harbour, Tongatapu.

Photographer:
Elliot Lim, Defence Public Affairs.



NZNavY navy.mil.nz



NZDefenceForce



Yours Aye

Chief of the Navy



Rear Admiral David Proctor

Chief of Navy

Sometimes being a sailor is hard ... really hard.

This magazine generally celebrates the good things Te Taua Moana o Aotearoa does, the awesome things sailors do, and the fun that is had, both ashore and in ships at sea, in New Zealand and around the world. Saluting the great things that sailors do is appropriate, and the rest of this magazine covers some fantastic stories. However, from experience, I know that there is balance, and for all the 'great' that occurs, the nature of what we do in the Navy can sometimes be hard on us as individuals, hard on our ship and shipmates, and hard on our families.

2022 has started energetically. Four ships were overseas at the end of January – more than 20 percent of our sailors on operations away from New Zealand, proudly serving and helping others. And while three ships were helping our Tongan neighbours respond to a devastating volcanic eruption and tsunami, a mission we gladly undertake, two of those ships were not on duty to respond to Humanitarian Aid and Disaster Relief, nor were they planned to be at sea. Acknowledging the risk of talking about just one ship, because all ships and sailors have been working hard, HMNZS WELLINGTON Ship's Company, and whānau, have had it really hard. In the lead up to Christmas, unplanned and at short notice, WELLINGTON deployed to the Solomon Islands to provide assistance and support to our Pacific friends there. This unplanned mission, with

an unknown completion date at the time of sailing, meant Christmas holiday plans were cancelled or changed. As things panned out, WELLINGTON did manage to get home before Christmas, however the uncertainty and changed plans was undoubtedly hard on all affected. Then, just over three weeks later, WELLINGTON Ship's Company were recalled from leave once again to respond to an urgent mission, the Tongan eruption and tsunami response. Recently remade festive holiday plans had to be cancelled, again, and as I type this message, the date WELLINGTON will return to New Zealand is uncertain. Notwithstanding that all sailors sign on to serve, and helping our Pacific neighbours in a time of need is both right and intrinsically satisfying, and I am confident Command regularly outlines the importance and 'why' of the mission, the impact on sailors is hard. To all who are away from home doing what we joined to do, be confident that your mahi is providing great goodness, both to the nation and to our regional neighbours and friends.

There is another hard thing happening at the moment – the discharge of RNZN personnel who have chosen not to be vaccinated against COVID-19. I am not going to argue the necessity of vaccination in this article, my position is clear; vaccination is necessary to protect the force, to maintain our operational ability to deploy domestically and internationally, including helping the vulnerable and those in need, for

example most recently in Tonga. The departure of shipmates, comrades who have served the nation and Navy with pride, people who have made personal sacrifices to contribute to 'advancing New Zealand's interests from the sea', is hard. It is tough on the organisation, testing our leadership framework and pulling at the very fabric of team cohesion and loyalty to each other. It has been challenging to those people directed to draft and deliver letters advising shipmates that they are to be discharged. And it will be hardest of all on those sailors and NZDF civilian staff who are having to look for another career because they made a choice to not get vaccinated against COVID-19. Our duty in serving the nation is a privilege that comes with obligations.

To those of you departing, I want to take this opportunity to publicly say 'thank you for your Service'. I also encourage you to remain engaged with those who continue to serve. Lastly, a sincere and humble request, please remember you remain iwi heramana, you are whānau. It has been an honour to serve with you.

Yours Aye,
David Proctor
He heramana ahau

TONGA



DISASTER

OUR TASK FORCE IN ACTION

In the aftermath of an undersea volcanic explosion and tsunami, four units – HMNZ Ships WELLINGTON, AOTEAROA, CANTERBURY and MATATAUA – were rapidly deployed to Tonga. NZDF photographers travelled with them to capture the action.



Timeline

15 JANUARY

Eruption of undersea volcano at Hunga Tonga-Hunga Ha'apai Island, Kingdom of Tonga. The blast, estimated at 10 megatons by NASA, and subsequent tsunami, causes widespread damage to the main island of Tonga, Tongatapu, including the capital of Nuku'alofa, and outer islands with ash and flooding.

17 JANUARY

First flyovers by RNZAF P-3 Orion and RAAF P8 Poseidon provides information on extent of damage.

18 JANUARY

HMNZS WELLINGTON and HMNZS AOTEAROA depart for Tonga.

19 JANUARY

The Tongan Government approves arrival of NZ ships. HMAS ADELAIDE departs from Australia.

Second flyover by P-3 Orion includes Fiji's southern Lau Islands to check for damage.

20 JANUARY

RNZAF C130 Hercules and RAAF C-17 land in Tonga after locals sweep Nuku'alofa's runway of ash.

HMNZS WELLINGTON arrives in Nuku'alofa, Tongatapu, in the evening and starts surveying infrastructure and harbour approaches. AOTEAROA arrives 12 hours later.

22 JANUARY

HMNZS CANTERBURY departs for Tonga. Second RNZAF C130 flies to Tonga with humanitarian supplies.

HMNZS MATATAUA surveys Nafanua Harbour, 'Eua Island, 35km southeast of the main island of Tonga.

24 JANUARY

HMNZS WELLINGTON's embarked Seasprite SH-2G(I) helicopter flies reconnaissance mission over Kao Island to investigate communication equipment.

25 JANUARY

HMNZS AOTEAROA heads to sea to refuel USS SAMPSON.

26 JANUARY

HMNZS CANTERBURY arrives in Nuku'alofa. A RNZAF NH90 helicopter, embarked on Canterbury, flies communications engineers to repair communications links to the Ha'apai island group. HMS SPEY arrives.

27 JANUARY

HMNZS ADELAIDE arrives. HMNZS AOTEAROA departs Tonga, having supplied 415,000 litres of water.

11 FEBRUARY

WELLINGTON and CANTERBURY depart Nuku'alofa.



WELLINGTON & MATATAUA





It's a double-act seen in relief operations before – in Vanuatu, Fiji and Kaikoura. The smaller, faster ship, armed with specialists and technical know-how, arrives first to pave the way for the larger sustainment vessels.

HMNZS WELLINGTON, carrying teams from HMNZS MATATAUA's Military Hydrographic and Clearance Diving Groups, set out ahead of HMNZS AOTEAROA on 18 January. Their departure preceded an official request for help from the Tongan Government, with the NZ Government opting to have ships as close as possible in anticipation of a request.

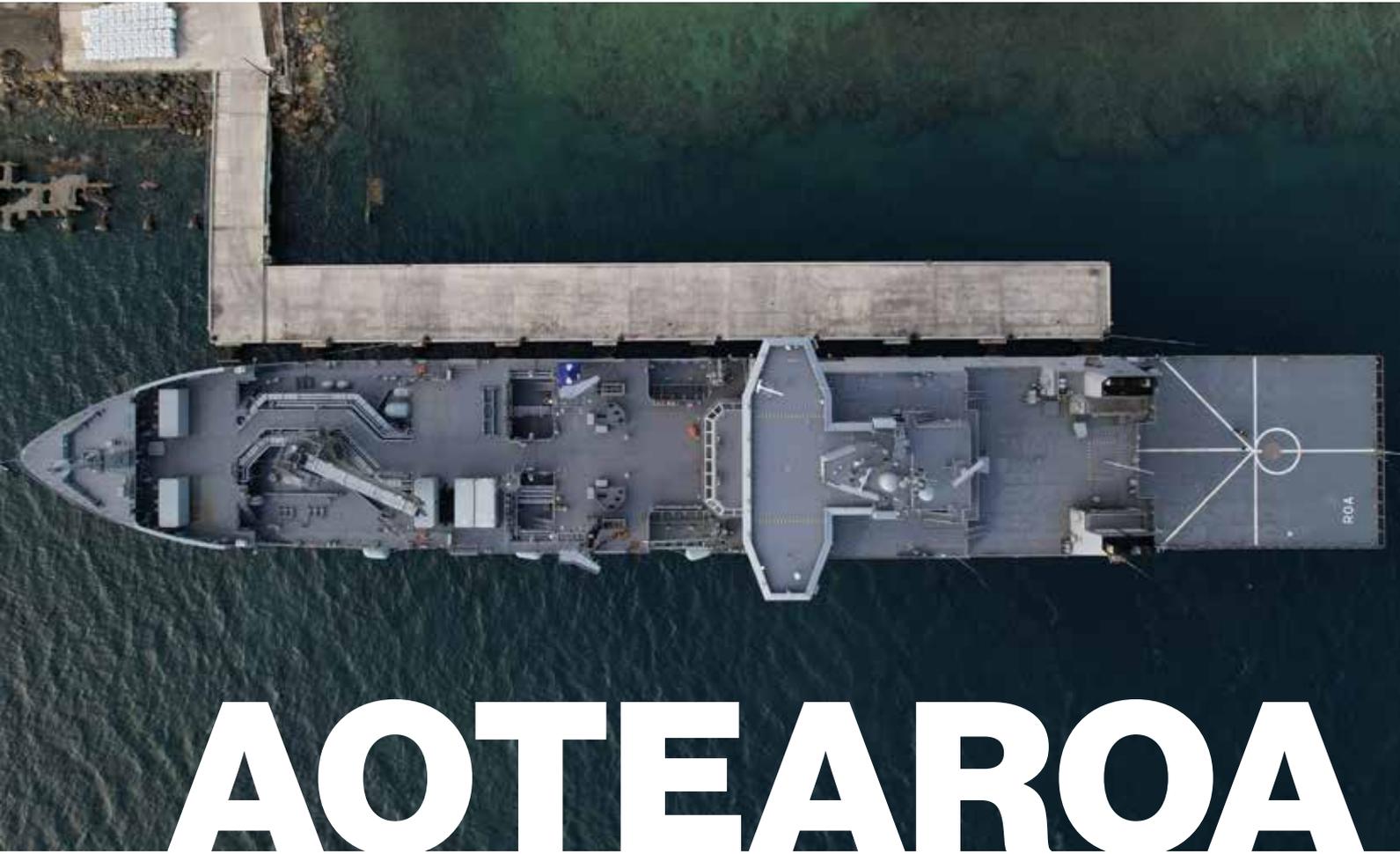
WELLINGTON arrived at Tonga's capital, Nuku'alofa, on 20 January, 12 hours ahead of AOTEAROA. Tongan Prime Minister Siaosi Sovaleni, on the phone to Prime Minister Jacinda Ardern, told her he could see WELLINGTON coming into the harbour.

WELLINGTON immediately sent out survey teams in RHIBs to survey the approaches to Nuku'alofa in preparation for the arrival of AOTEAROA. Navy divers also checked on the integrity of the wharf infrastructure where AOTEAROA would berth.

With AOTEAROA's arrival WELLINGTON was able to refuel from her and begin investigation of the wider Tongan group. Travelling 35km south to 'Eua Island, HMNZS MATATAUA's hydrographers and divers assessed Nafunua Harbour, again paving the way for Tongan vessels and other ships to deliver assistance and aid.

WELLINGTON then transited north to Niuatoputapu, where the hydrography and dive teams checked shipping channels and harbour entrances, and also located a navigational marker that had moved in the disaster.

MATATAUA's equipment includes multi-beam echo sounders to assess the seabed for changes to charted details that may have occurred through volcanic activity causing shifts in the seabed, and movement of potential hazards and obstructions due to tsunami action. A laser scanner, mounted above the RHIB's hull, can scan port infrastructure above the surface to assess integrity and identify possible damage. Divers then conduct visual assessments of the same areas for verification.



AOTEAROA

Our newest naval vessel gets plenty of attention, thanks to her successful Task Force debut last year in Australia and South East Asia. She was building up to her much-hyped maiden Polar mission to McMurdo Sound in Antarctica when Hunga Tonga-Hunga Ha'apai Island blew up.





HOW DOES THE DESALINATION PLANT WORK?

Leading Marine Technician (Electrical) Will Skelly, OSM Maintainer, explains.

“We’ve got two desalination plants, with an ultra-filtration system attached to a reverse osmosis system. The ultra-filtration system allows us to sort out any contaminants in the water that may be harmful to you when you’re drinking – very helpful when there’s volcanic ash in the water. It actually filters the water down to about 0.2 microns, which is actually small enough to filter out some viruses as well.

“After it passes through these filters it goes through membranes at very high pressure and that’s when the salt and other impurities are separated from the water. The clean drinkable water is then stored in the ship’s fresh water tanks.”

Suddenly AOTEAROA’s Humanitarian Aid and Disaster Relief capabilities become vital. In 24 hours, working with the Ministry of Foreign Affairs and Trade, five shipping containers of relief supplies are lifted on board. The ship’s empty helicopter hangar fills with equipment.

Captain Simon Griffiths, Commanding Officer of AOTEAROA, is told water is going to be one of the highest priorities for Tonga. Because of this, the ship’s water tanks have been filled to their maximum – 250,000 litres – and he expects to make more water using the ship’s desalination plant when they arrive. Ash is a major health concern, contaminating water supplies, and Tongans are urged to use bottled water as much as possible.

Another priority is COVID-19. Tonga is effectively COVID-free, and the government has stressed that any aid needs to be provided in a contactless manner. It complicates things, but it’s something the Royal New Zealand Navy has twice done before. HMNZS CANTEBRURY provided infrastructure to Tokelau in 2020 and then again in 2021 when HMNZS WELLINGTON delivered COVID vaccines to Tokelau.

AOTEAROA makes the 1,100 nautical mile journey to Nuku’alofa, the main island of Tonga, in 2.5 days. Within an hour of arriving, the ship’s 25-tonne crane begins offloading the cargo and the task of dispensing 250,000 litres of bulk water starts. A regular chain of water tankers and trucks with water tanks arrive at the jetty, with water pumped to them via a large hose.



At the same time, the ship's desalination plant draws seawater from the harbour and into the ship's desalination plant. AOTEAROA can produce 70,000 litres of fresh water a day.

There is a high emphasis on the Task Force – or any other well-meaning nation – not being a drain on Tongan resources at this time.

“One of the major roles of AOTEAROA is to replenish other ships, and we’ve done that with ships of other nations that have come to support the Tongan relief effort,” says CAPT Griffiths. Royal Navy Offshore Patrol Vessel HMS SPEY was fuelled alongside in Nuku’alofa, while US Navy destroyer USS

SAMPSON and US Coast Guard Cutter STRATTON were refuelled on the move at sea. WELLINGTON and HMNZS CANTERBURY fuel by rafting up to AOTEAROA.

“More importantly, we’ve been able to get the two Tongan patrol vessels and the Tongan landing craft alongside us to top them up with fuel as well.

“The key consideration for us is while we’ve done all that replenishment with fuel and water is the Kingdom of Tonga stays COVID-free, and they have very strict protocols to ensure that everything we’ve done is contactless and done in a safe and controlled manner, to ensure that the people of Tonga stay safe in the pandemic.”

He says in the time they were there it felt like Nuku’alofa was slowly but surely coming back to normal. “But we also know in the outer islands the devastation has been immense and we know their recovery is going to be longer and much slower process.”

VITAL STATISTICS

 **5** days alongside Nuku’alofa

 **5** days at sea

2,537.8 nm steamed

167 hrs underway

5x 

20ft (TEU) containers of HADR stores



(Including:

10x portable generators,



2,500L bottled water,

5,000 collapsible 10L, 15L & 20L water containers,



shelter tool kits and



hygiene kits)



66x

1,000L water containers transferred ashore

415,000L



of fresh water transferred ashore for distribution

1,485,000L



F76 diesel fuel passed to Tonga and partner nations through rafting and underway replenishment



CANTERBURY

The arrival of HMNZS CANTERBURY into Nuku'alofa on 26 January meant the 'heavy lifting' element of Operation Pacific Relief could switch from HMNZS AOTEAROA, which departed the following day.

With the permission of the Tongan government, personnel offloaded relief supplies such as water, milk powder, tarpaulins, ladders, water pumps and various personal protective equipment from the ship. It meant personnel were temporarily on the wharf to facilitate the unloading, but strict COVID-19 protocols meant there could be no contact with locals. As an extra precaution, the supplies were quarantined on the jetty for 72 hours before being picked up by Tongan authorities.

CANTERBURY can rival AOTEAROA for water production, arriving with 246,000 litres of water and able to make 80,000 litres a day. At time of writing, the water contribution to Tongatapu had passed over half a million litres.

CANTERBURY's embarked RNZAF NH90 helicopter was used to investigate communication links to the badly hit Ha'apai Island group, 110 nautical miles north of Tongatapu. Technicians in full PPE were flown to Kao Island to repair a damaged cellular tower, and aerial surveys were flown over Mango, Fonoifua and Nomuka Islands to understand what is needed to repair damage on those islands.

The operation showcased the work of the newly created 'A' Flight (reduced) from No. 6 Squadron, comprising sailors of various trades mixed with No. 6 Squadron maintainers, all trained in Flight Deck Party duties. It meant CANTERBURY could embark with an NH90 crew and maintainers, utilising 'A' Flight to handle flight deck safety.



CPOSTD

**Maria Ngalutuku
Pahulu Junior**

It's a great opportunity for Tongan members that are currently on board HMNZS CANTERBURY to give back to the motherland, or the motherland of their parents. Prayers and love to the Kingdom of Tonga.



OSCS

Dion Aho

It's mixed emotions. I think one part is emotional in terms of what happened to the country, but also proud to be supporting the Tongan government.



LCSS

**Heamasi
Leameivaka**

It's been a big honour for my family. My mum has been calling my phone non-stop before I came here. She's been really happy, the fact that I'm going to help out.

WORKING WITH OTHERS



HMS SPEY

Royal Navy River-class Offshore Patrol Vessel HMS SPEY arrived in Tonga on 26 January, delivering 30,000 litres of water, medical supplies for over 300 first aid kits, PPE and basic sanitation and baby products, all collected from Tahiti. She came alongside AOTEAROA to refuel (pictured). SPEY and her sister ship HMS TAMAR are newly arrived in the Pacific based here on a five-year deployment. The crews rotate on a six-weekly basis.



HMAS ADELAIDE

Landing Helicopter Dock ship HMAS ADELAIDE docked in Tonga on 27 January, delivering shelter equipment, engineering equipment and water, using Chinook helicopters to transport much of the aid. The Government of Tonga's non-contact requirement, to prevent COVID transmission, was especially essential with ADELAIDE after 23 sailors tested positive for COVID en route.



USS SAMPSON

Arleigh Burke-class destroyer USS SAMPSON of the US 7th Fleet used its embarked MH-60R Seahawk helicopters to conduct aerial damage assessment and drop supplies. HMNZS AOTEAROA refuelled SAMPSON in a replenishment at sea manoeuvre near Tonga (pictured) on 25 January. SAMPSON has delivered humanitarian aid in the South Pacific before, when it assisted New Zealand following the Kaikoura earthquake in 2016.



USCGC STRATTON

United States Coast Guard Cutter STRATTON has joined relief efforts, refuelling with AOTEAROA at sea on 28 January (pictured).



VOEA NGAHAU SILIVA AND VOEA NGAHAU KOULA

The Tongan Guardian-class patrol boats have delivered emergency responders, health teams, emergency relief supplies and bottled water to islands badly affected by the eruption and tsunami. AOTEAROA refuelled NGAHAU SILIVA in Nuku'alofa Harbour (pictured).



RECORD-BREAKING YEAR FOR CTF 150

Since Captain Brendon Clark took Command of Combined Maritime Forces (CMF) Combined Task Force 150 (CTF 150), it's been a record-breaking year for the team. Commander James Barnes, Deputy Commander, gives an overview.

HMS MONTROSE's crew catalogue a drug seizure, the last under New Zealand's command of CTF 150.



Left: FS LANGUEDOC intercepts a suspect dhow.

Below: A drug smuggling dhow burns to the waterline after being scuttled by the crew, 16 December. Photo supplied by USS SIROCCO.

Over page: Captain Claire Pothier, FN, Commanding Officer of FS LANGUEDOC, welcomes Captain Brendon Clark on board her ship in Manama, Bahrain.

Around the middle of 2020, planning started in earnest for the New Zealand Defence Force to take Command of the Combined Maritime Forces (CMF) Combined Task Force 150 (CTF 150). Captain Brendon Clark RNZN, was selected to command the staff and in April 2021 the NZDF element of the team met together for the first time to conduct pre-deployment training (PDT) at Trentham Military Camp. A few weeks later they met again in Devonport Naval Base to finalise their preparations for the deployment with some drug interdiction scenario-based Command Team Training.

Established in 2002, the role of CTF 150 is manage the maritime security operations in the CMF area of operations, excluding the Persian Gulf. That is a vast remit, covering some 3.2 million square miles of ocean which includes the Red Sea, Gulf of Aden, Gulf of Oman and Indian Ocean as far south as Madagascar and out towards the Maldives in the East. Amongst other things, the mission requires the policing of the seas in order to disrupt activities that support terrorism. It is well known that illicit trade, particularly in illegal narcotics, provides funding to both terrorist and organised crime groups.

CTF 150 operates from a headquarters building in Naval Support Activity (NSA) 1 and is part of the CMF coalition construct which at the time of arrival, comprised around 34 nations. After a period of handover training



from the outgoing Canadian-Australian staff, CAPT Clark took Command from CDRE Dan Charlebois, RCN on 15 July.

One of the big influencing weather factors in the Indian Ocean is the SW monsoon. This typically starts around May and runs through to September or October. At sea the main characteristic is relatively high winds and seas, which prevents most of the smugglers operating.

But our team was lucky. The SW monsoon started to break early and through close coordination with the French ship LANGUEDOC, towards the end of September the first tangible success occurred with the seizure of 1,525kg of hash and 166kg of methamphetamines. It was a great way to get going and a morale booster for the whole team. A week later

FS LANGUEDOC achieved another success, this time seizing 3662kg of hash. The staff were buzzing.

A little over a month later CTF 150 commenced a focused operation, codename MAHI TAHI, drawing together as many of the maritime assets available as possible for a period of high-intensity counter-narcotics operations. FS FLOREAL, FS CHEVALIER PAUL and USS PEARL HARBOR conducted eighteen boarding operations and seven seizures. One day after MAHI TAHI finished, FS FLOREAL went one better, seizing over half a tonne of heroin in one boarding operation, with a street value in excess of \$500m. It was the single highest street value seizure at that stage of the deployment.



Smugglers maximise the good weather for trafficking their cargoes, and CTF 150 staff kept up the pace. They achieved two more seizures before Christmas, the second of which was spectacular for many reasons. After a number of days of close cooperation and surveillance of a target dhow at sea, USS SIROCCO closed in preparation to board. Three nautical miles out, it became apparent that the dhow's crew was preparing to scuttle their ship. Suddenly there was a large explosion on board resulting in the crew being blasted into the sea. The master of the dhow was killed but the US Navy rescued the survivors, some of who were severely injured, and transferred them to another American ship. A massive narcotics haul was recovered from the sea and hulk before it sank.

Although scuttling of ships is rare, this event demonstrated the risks faced by boarding parties, the risks that dhow crews are sometimes prepared to take, and how dangerous life can be at sea.

It was not all about interddictions. A CTF 150 aircraft located a speed boat dead in the water with two crew members desperately trying to be seen. Following a 14-hour search, an American ship rescued the crew, who had been lost at sea for eight days, surviving on melted ice and fresh fish since their boat broke down. They were returned safe and well to their families in Oman.

Hard work needs downtime for the CMF, the US Fifth Fleet Command and the United Kingdom Maritime HQ and assets. The Morale Welfare and Recreation team ran a wide and varied programme which includes events such as the US Patriot Day run commemorating the 20th anniversary of 9/11. It was a poignant event, made more so with the presence of some of the day's first responders at the run.

In October an enthusiastic CTF 150 team crafted a boat and raced in the US Navy's birthday annual cardboard boat race. With our seaworthy waka, aptly named 'Direct Support' we proved a worthy rival to teams from the US Navy, miraculously taking out third place overall.

Smugglers don't stop for Christmas so neither could we. The staff had a bring-a-plate BBQ on base for Christmas to ensure that the watchkeepers could be involved. CTF 150 conducted a long boarding with HMS MONTROSE on Christmas Day, and again with MONTROSE on 15 January, the final boarding of the deployment and a massive seizure. The hash, meth and heroin, in NZ street value terms, was worth almost NZ\$686 million. It was the final and greatest success.

Three days later, CAPT Clark handed Command of CTF 150 over to CDRE Vaqar of the Pakistan Navy who will be in place with his team for the next six months. In regional wholesale value dollar terms of drugs seized (NZ\$ 3.05 billion), this is the second most successful command in the 20-year history of the Combined Maritime Forces.

FAQs

CTF 150 Boarding Operations

What is the legal framework that allows our nations to board a suspect vessel in the Arabian Sea?

Article 110 of the 1982 United Nations Convention of the Law of the Sea (UNCLOS) allows a warship to board a suspicious vessel. In doing so the warship imposes its domestic jurisdiction on the vessel and searches and seizes any illicit narcotics under the authority of its domestic law and consistently with: Article 108 of UNCLOS: Illicit traffic in narcotic drugs or psychotropic substances. This says that all signatory countries will cooperate in the suppression of illicit traffic in drugs on the high seas, including requesting the help of other States, and Article 17 of the 1988 United Nations Convention against Illicit Drug Trafficking in Narcotic Drugs and Psychotropic Substances: Illicit Traffic by Sea. This largely repeats the text of Article 110 of UNCLOS.

What happens to the drugs?

Once the drugs have been seized they are destroyed, usually by emptying them into the ocean which dissolves and dilutes them. However, if a country wants to prosecute the crew then they would keep the drugs as evidence.

What happens to the dhows' crews?

CTF 150 currently operates under a 'catch and release' model where once the narcotics are seized, the dhow and crew are released to go on their way. However, there could be interest in conducting "legal finish" where at least some members of the crew would be prosecuted. This would be done by individual nations, rather than CTF150, but could involve some or all of the crew being detained and the dhow being seized.



OUR PEOPLE



1. LTCDR Philip Davies (left) and LT Jerry Kemp (centre) on the bridge of HMNZS WELLINGTON as the ship proceeds to Tonga.

2. Personnel aboard WELLINGTON man the rails as the ship prepares to depart for Tonga.

3. RADM David Proctor presents CAPT Simon Griffiths, CO of HMNZS AOTEAROA, with his Command Directive prior to the ship sailing for Tonga.

4. POSCS Sloan Paniani briefs his team as AOTEAROA prepares to fuel a ship alongside.

5. CPOSTD Maria Pahulu Junior aboard HMNZS CANTERBURY, heading for Tonga.

6. ASTD Hannah Thomas checks the gap as VOA NGAHAU SILIVA comes alongside HMNZS AOTEAROA to refuel in Nuku'alofa Harbour.

7. In preparation for AOTEAROA's Antarctica mission, POSCS Charles Green, Seamanship Supervisor, gives instructions during a Cold Water training exercise.

8. LLSS Laken Skipper is part of AOTEAROA's RAS team as the ship conducted a Replenishment at Sea with USCGC STRATTON.

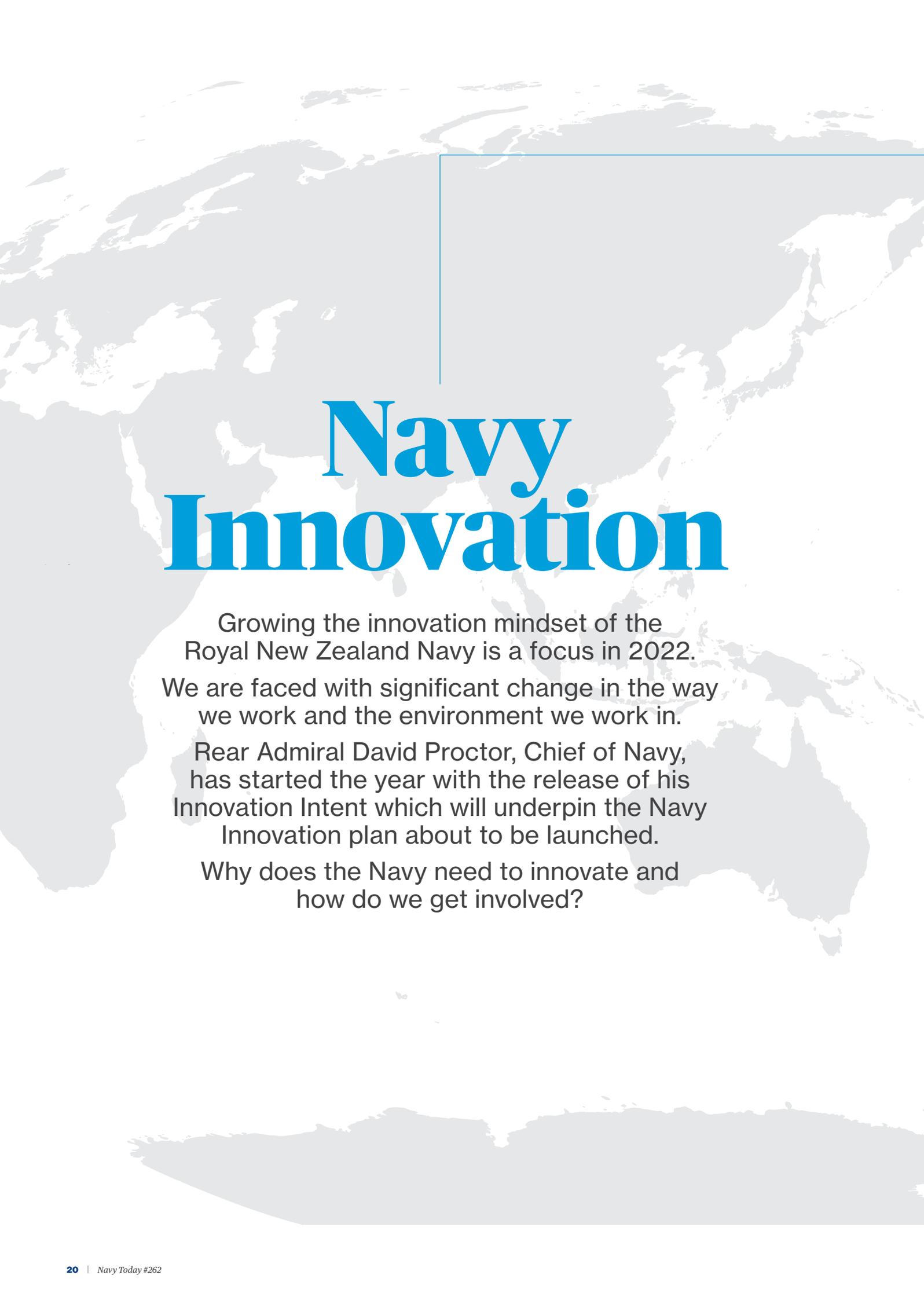
9. ASCS Klayton Waterreus-Wharepapa coordinates a crane lift from AOTEAROA to CANTERBURY, rafted alongside.

10. RADM David Proctor speaks to members of AOTEAROA's crew before their Tonga departure.

11. SLT Jessica Bewick makes notes as AOTEAROA replenishes USS SAMPSON at sea.

12. LHST Lawrence Kerr (left) and AHSO Innes Bingham, HMNZS MATATAUA, evaluate the data gathered at Tonga's Eua Island's harbour and jetty.

13. ALSS Steven Wereta practises emergency defibrillation during AOTEAROA's cold weather training in preparation for Antarctica.



Navy Innovation

Growing the innovation mindset of the Royal New Zealand Navy is a focus in 2022.

We are faced with significant change in the way we work and the environment we work in.

Rear Admiral David Proctor, Chief of Navy, has started the year with the release of his Innovation Intent which will underpin the Navy Innovation plan about to be launched.

Why does the Navy need to innovate and how do we get involved?

From the Chief of Navy

Innovation is a key enabler for the pursuit of operational excellence

The Royal New Zealand Navy is “to be a world-class Navy for a large maritime nation”. In order to achieve this vision, the Navy must be a modern combat force that is able to innovate and adapt in a rapidly changing world.

This will take commitment from our sailors, our enablers and our partners. We need to feel empowered to make the required changes, challenge the current state, be agile at problem solving and engage in critical thinking to be successful. Part of being a successful sailor is understanding the need for innovation, being keen to do it, and being keen to support it. I encourage you to put innovation into practice regularly as you pursue excellence in all that you do.

My expectations for innovation are that Navy and our partners:

Understand that the Navy needs to continually innovate as part of how we do our business, recognising that an innovative mindset and behaviours are a core competency within the ‘Think Smart’ element of our Leadership Development Framework.

Will embrace, engage and participate in the Navy’s Innovation programme, which seeks to:

- Establish an innovation eco-system within Navy
- Embed the innovation culture and mindset across Navy
- Empower creative and critical thinking of our people
- Encourage participation in innovation activities
- Execute the innovation journey

Demonstrate the innovation behaviours of:

TŪKAHA

The Courage to challenge and problem solve

TŪTIKA

The Commitment to aspire to improve our systems

TŪTIRA

Comradeship in support of colleagues and your teams to innovate

TŪMĀIA

Integrity to support and celebrate innovation success in your Navy

I expect all senior leaders, Commanding Officers, commanders and managers, unit leaders and supervisors to take personal responsibility to:

- Drive innovation-based decision making,
- Be part of the solution, find ways to help and promote the development of pathways to support and deliver innovation,
- Embrace and encourage the curiosity of your teams to seek solutions and enable them to grow,
- Not let risk outweigh the potential opportunity, and
- Do not be afraid to fail and learn.

As a modern Navy we all own the journey towards our vision and innovation is a key enabler for operational excellence. As we continue along our strategic journey, our drive and will to innovate will directly support our Mission to advance New Zealand’s Interests from the Sea.

I thank you for your creativity and commitment to innovate.

Innovation seems to be one of those catch phrases that gets thrown around these days. However, successful innovation has the potential to add significant value to organisations like ours, not just in terms of monetary value, but in terms of safety, worthiness, improved design, organisational efficiency and effectiveness, morale, wellbeing, and ultimately in gaining a combat edge, to name just a few. The ability to identify, capture and then test innovative ideas is what is critical - too often they get lost in our bureaucracy and processes. Opportunities exist for innovative ideas across our entire organisation, and I encourage you to put all your ideas forward, not just those related to your trade or current role.

Captain Richard Walker

Chief Naval Engineer,
NZDF Maritime Regulator

Kia ora koutou katoa

In my opinion, innovation is a confusing 'buzzword' which many people love to hate. We all agree that it is important, but nobody can quite seem to agree on what it actually is or what it means.

Innovation can evolve in a number of forms; from a new idea, a method or approach to a problem, through to new technologies and devices. Although the environment we live and work in changes, the need for innovation is constant. It's the type of innovation that changes.

We know that new ideas and technology will ultimately make our work easier, but there are other benefits to innovation. It takes confidence to take on big (or small) ambitious goals, and we need to be able to adapt and be resourceful in unexpected situations. Passion drives innovation which motivates us to identify where things can be improved and act on it.

We need people to share ideas in the workplace and create a culture where the sharing of such ideas is valued and encouraged.

The RNZN is no different in needing to embrace innovation. In fact, we need to seek it out and invite the innovators into a safe, diverse and collaborative space where freedom of expression is encouraged and embraced. Innovation is not about saving the world, it is about finding a solution to problems, big or small. A recent example is the idea for our HomePort App which started in 2016 from a 4India chit from sailors who simply saw a need, a gap, and ultimately acted.

“Ko te mahi auaha ko te whakaaro ki nga mea hou ke te mahi nga mahi hou - creativity is thinking of new things, innovation is doing new things”

Warrant Officer Darren Crosby,

Command Warrant Officer,
Deputy Chief of Navy

Innovation is key to the success of an organisation and for our Navy. The growth and subsequent success of any organisation lies largely in its ability to encourage initiative through constructive conversation which brings forward great ideas from all levels within the organisation.

The vehicle in which to push this initiative relies heavily on a strategy and plan that allows personnel to put their words into action and have the support required to turn their ideas into reality.

It is exciting to see that the NZDF Innovation Strategy is about to be launched alongside the Navy Innovation Plan. The opportunities for all ranks, civilian and our industry partners to get involved is the first step in a formal innovation journey for our Navy.

Sub Lieutenant Chris Lord

Assistant Engineer Officer,
HMNZS CANTERBURY

How can innovation deliver the vision?

A team of committed NZDF personnel have been working on developing a NZDF Innovation Strategy which is due for release early this year. In parallel with that the Navy Innovation cohort have been consulting and developing the Navy Innovation Plan.

As noted in the Chief of Navy's Intent, we need sailors, reserves, our civilian personnel and our industry partners to understand the need for innovation, be keen to do it, and to support it.

Innovation comes from within an organisation, and in order to achieve it our people need to feel empowered and encouraged to have that innovative mind-set. Whether it is coming up with the idea, supporting someone else's idea with your subject matter expertise or as their manager or leader.

Innovation can take many forms; traditionally in Navy it has been thought to reside solely in engineering or aboard ship. In order to sustain a world-class Navy, the range of innovation needs to expand to be from the galley to the engine room, the training facilities to the medics and everything in between.

The HomePort App is an example of this, winning the NZDF Innovation of the Year award in 2021. There are many other innovations under action, supported by the team at Defence Excellence, including a current trial utilising Virtual Reality to train firefighting skills.

In order to develop the mind-set there is a programme of activities and opportunities for all ranks, regular force, civilian, reserve and industry partners to participate in. The first step is growing a cohort of interested parties, you do not need to be expert in innovation to be part of the cohort, you simply need to have the passion.

WHY GET INVOLVED:

You can make positive impact and participate to shape and steer the future of your Navy.

You will receive training, mentorship, and have the opportunity to support your colleagues to develop their ideas too.

You will be able to participate in events, activities and challenges to utilise and continue to build your skills and knowledge

You can help to spread the innovation mind-set within your Navy and make innovation 'just the way we work'.

HOW TO GET INVOLVED:

Simply drop the Defence Excellence team an email on defence.excellence@nzdf.mil.nz with the subject line "Count me in" or "I want to know more" with your contact details and the team will get back to you.

We are also working with the HomePort team to have an innovation tab added to HomePort to keep you up to date with opportunities to participate, so watch this space.

Kaitaia Sailor Celebrates Commissioning To Naval Officer

Sub Lieutenant

Tyler Simeon



Kaitaia's Tyler Simeon says people used to talk down her options in life. Her family has gang connections and both her parents went to prison when she was 12.

"Over the years I was told I would end up as a no-hoper."

She has since celebrated not one but two graduations in her Royal New Zealand Navy career, first as a Communication Warfare Specialist in 2011, and more recently as a commissioned Maritime Logistics Officer.

She wants to tell teens to never let their background, their upbringing or the opinion of others stop them from reaching for the stars.

In July, the 28-year-old began five months of Junior Officer Common Training at Devonport Naval Base, and on 18 December graduated among 10 women and 13 men from class 21/02.

She was promoted from Midshipman to Sub Lieutenant due to her Level 4 studies and experience.

As one of four graduating Maritime Logistics Officers, Sub Lieutenant Simeon will be responsible for the provision of support to the Navy's ships, bases and personnel. She will manage supply chain systems, human resources, cash control, logistics planning, catering and food services, in many cases as a team leader.

She said her Navy career followed in her great-grandfather's footsteps. He served in HMS LEANDER, a prominent New Zealand cruiser during World War II.

"I also wanted to travel, study, and earn money at the same time. University didn't look as appealing with the hefty study loans. A lot of my close friends at school went for the Army or found jobs within Northland. I knew that if I joined the Navy I could leave Kaitaia and see the world."

The distinctive character of Northland also ran strongly in the Navy, she said.

"People from home feel like family to me here in Devonport, because we have that distinct upbringing of Northland life and seem to just always look out for one another."

There's actual family as well. "Being Māori you tend to learn about whakapapa and your wider connections. I found out I'm related to a multitude of people in the Navy, through knowing my pepeha, my marae and being immersed in whakapapa growing up."

She loved watching her colleagues grow in the Junior Officer course, and as an experienced sailor she looked out for them.



Her biggest challenge was a week-long exercise in Whangaparāoia in a team playing the role of a Navy advance force in a troubled Pacific Island.

“So much hard work, effort, sweat and tears leading up to that week and to look left and right at my ‘oppos’ during our night in the tunnels, knowing that we gave it everything, was definitely the best feeling to date. It was my biggest highlight of the course.”

Ahead of her are trade courses, training her in Maritime Logistics.

“I want to deploy to foreign countries and work with all three services, including land deployments. I would also like to study Human Resources and te reo Māori once I have a good grasp of my Maritime Logistics role.”

She has Level 4 Qualifications in Personal Training and loves doing CrossFit, weights, and coaching.

“I also love paddling in waka ama, which I do in Takapuna. Even with service life I’ve been able to this in my own time. In the future I would like to start up a Waka Ama club for the Navy.”

Her advice to others thinking about a Navy career is to go for it.

“Give it your everything and find your passion. Make sure you are physically and mentally prepared but also leave all expectations at the door.”

Christchurch supervisor embraces warfare officer role

Midshipman

Ben Redmond



Opportunities, fun and a sense of pride is what attracted Christchurch's Ben Redmond to a career as warfare officer in the Royal New Zealand Navy.

Midshipman Redmond, 22, completed 22 weeks of Junior Officer Common Training (JOCT) at Devonport Naval Base and graduated from class 21/02 on December 18.

After finishing at St Thomas' of Canterbury College and working for three years as a supervisor with Swissport, he saw the Navy as a place to grow with a sense of pride and passion, as well as providing a chance to help communities while representing New Zealand.

As a Warfare Officer, he'll be at the forefront of command. Warfare Officers work on the ship's bridge, control the ship's manoeuvring, are responsible for the safe passage and navigation of the ship at sea, and manage the bridge staff.

He says his biggest challenge during JOCT was when the officers were tested with controlled stress situations. Examples included week-long scenarios in the field on Whangaparāōa Peninsula, playing a Navy reconstruction team in a problematic Pacific Island nation. "It's about learning how to deal with stress in a proper way, especially when fatigue is involved." His highlight is the key relationships he's built over a "unique" five months.



He's now looking forward to getting out in the fleet and learning the practical side. His first posting will be HMNZS CANTERBURY for three months of initial sea time. Next will be the Basic Officer of the Watch Course, the principles and processes of navigation and bridge watchkeeping, with classroom, bridge simulator work and time at sea. He has his eye on a future specialisation as a Hydrographic Survey Officer.

His advice to others wanting to join is to give it your all. "Especially when the times get tough. Pull through with all of your effort as there will always be an end to the tough times and something good will always come out of sticking to it. It will always pay off sticking to your guts and putting pride and passion into whatever direction you want to go."

Above: MID Ben Redmond (middle) with his fellow recruits on exercise at Tamaki Leadership Centre, Whangaparāōa Peninsula.

Training in Lockdown the Toughest

Sub Lieutenant

Bronwyn Walsh



In over five months, Christchurch's Bronwyn Walsh hasn't spent a day apart from her 22 Navy classmates. That includes a night in a life raft, soaking wet and freezing cold.

She is one of 10 women and 13 men who commissioned as Naval Officers from Junior Officer Common Training course 21/02 on December 18 in Devonport, Auckland. On graduating she received a promotion to Sub Lieutenant due to her university degree in Management Studies.

After finishing at St Margaret's College in Christchurch, she studied at the University of Waikato. She joined the Navy in 2019 but after being medically discharged returned home to continue her studies. She says she needed to figure out what she wanted in life, and her thoughts kept coming back to the Navy.

"The breadth of opportunities within the RNZN really excite me and being part of an organisation where one day you can be learning skills that are a bit different from the ordinary to putting them into practice at sea all while leading a team. I also wanted to be part of an organisation where I can look back at what I did and be proud of what I was a part of. I didn't want to sit behind a desk chasing profits! I am fascinated with the ocean and love being active so it seemed like the perfect fit."

It was very challenging experiencing a COVID-19 lockdown in Auckland while training, she says. No-one was allowed leave. "I am looking forward to finally seeing friends and family back home and spending time with them over the summer."

She would normally begin her Maritime Logistics Officers' professional course next year, but on the Monday after her graduation she posted to Operation Protect, the New Zealand Defence Force's contribution to the Managed Isolation and Quarantine Facilities. "I did not think that I would be enabled in such a position so early on after training."

Outside of Navy, she loves sport and fitness, and says the New Zealand Defence Force is the perfect place to nurture that. "I love triathlon and want to get involved with the club here and compete. I want to also keep studying Te Reo Māori and hope to learn and spend time at the Navy marae, Te Taua Moana o Aotearoa."

Her advice to others looking at a services career is to "persevere, be open-minded and enjoy the ride".



Commander
Vicki Stevens

Posting to the Solomon Islands

When then Lieutenant Commander Vicki Stevens volunteered to post as the New Zealand representative to the Pacific Islands Forum Fisheries Agency based in Honiara, it started as an adventure for her family and ended with Parliament on fire. Now a Commander, she talks to *Navy Today* editor Andrew Bonallack about her posting to the Solomon Islands.

There's no doubt that every secondment to Pacific Islands Forum Fisheries Agency (FFA) is unique in its way, but CDR Stevens, the third person to take on the maritime surveillance planning role since 2014, had more challenges than most in her two-year stint.

The FFA, with its regional headquarters in Honiara, is a collaboration of 17 Pacific Island members working together to develop, control and manage fisheries resources that fall within their respective Exclusive Economic Zones (EEZ). CDR Stevens' work was in the Regional Fisheries Surveillance Centre, responsible for planning and coordination of maritime surveillance operations across the EEZs.

When she started in January 2020, COVID-19 was something happening in a handful of locations. By mid year, Defence was asking, would you like to come home? Travel out was complex with one flight a week or less, and returning to Solomon Islands was even trickier. We'll stay, said CDR Stevens. It's complicated to get home, and we don't love the idea of quarantine with two small boys!

So she got stuck into a very enjoyable role. "This is one of New Zealand's contributions to maritime security in the Pacific. We're helping to create a stable and secure environment; by protecting fisheries, we in turn protect food and economic security for the FFA members. The Pacific is becoming an area of increasing interest, and I found it fascinating to be a part of this during my secondment."

The FFA, she says, works with members to deliver what they want, and there are always different priorities to consider. "That can be a challenge and that's what I loved about the role. You weren't just talking with one country. You develop relationships across the region. You keep everyone informed. It's all about the personal connection."

Pacific Members conduct their own maritime surveillance but bigger nations with useful resources – such as "P-Quads" – support the FFA maritime surveillance efforts. "That's the Pacific Quadrilateral Defence Coordination Group – Australia, France, New Zealand, and the United States. They have all contributed significant surveillance support over an extended period. During my time

the Royal Navy, with their two Pacific-based Offshore Patrol Vessels SPEY and TAMAR, were also asking how they can contribute in the region."

There's regularly an RNZAF P-3 Orion working the Pacific, or another "Quad" nation's aircraft or ship undertaking patrols and boardings, she says. The FFA also operate two Beechcraft King Air surveillance aircraft, funded by Australia, and tasked to member countries at their request.

But COVID has had an impact. When CDR Stevens flew out in December 2021, there had been no community transmission, and 20 cases identified in quarantine in Solomon Islands. "It's been a really different experience over the last two years. There might have been a global pandemic, but we had little to no restrictions in how we lived in the Solomons. No mask wearing. Everyone going into work, group exercise, socialising." In early 2022, it was evident there is now an escalating community outbreak. "It's about to go crazy, and we missed it by weeks."

COVID had other impacts on fisheries surveillance. Fewer observers on fishing vessels. Less inspections at ports. Less aerial surveillance. The FFA aircraft were unable to fly for



NZDF personnel on site in Honiara during the civil unrest.

months, due to complexities of gaining national approvals and meeting the quarantine requirements. Many Pacific nations were hesitant about hosting surveillance flights and their crew, having kept out COVID for so long.

“Over time, the temptation to do illegal, unregulated and unreported fishing becomes greater.”

A silver lining from COVID travel restrictions was developing other ways to communicate, through video conferencing. “No-one was doing any travel. A stack of our members signed up to Zoom. Instead of people coming to Honiara once a year, as well as the other international training, workshops and meetings, we went online. In the last six months, we were even more deliberate about offering training sessions and briefings on line, rather than people coming to deliver training. It’s about fitting in with the environment, and Zoom offered a lot of cool opportunities.

“I lived in Honiara, but the FFA is full of Pacific people, not just Solomon Islanders. We’re working with and for the Pacific. That was a total highlight for me, having that shared cultural understanding across a spectrum of people.”

The civil unrest at the end of last year appeared to catch many by surprise, she says. “There’s an underlying tension between various factions here, and there’s a history of riots – it’s a way of people showing their displeasure. But it was the severity and how long it continued which was elevated. We knew there was a protest planned at Parliament, but when one of my staff said, ‘oh my God, they have just set fire to Parliament. We have to go’, I saw their faces and the activity in our office and I knew that it was more serious”.

“My husband went to pick up the kids and came to the FFA. From that hilltop location, we could see the rioting outside the Central Hospital. When we got home that evening we didn’t leave the compound for another three days.

“There were certainly some surreal moments after the New Zealand Defence Force came in [along with other supporting nations]. Suddenly the place we had been living had become “operational”. I spent one Sunday morning searching for as many cooking pots as I could acquire (six pots, after visiting seven shops). It was positively enjoyable to support local vendors buying up



bananas, watermelon and other freshers for 60-odd soldiers stuck on rat packs; I did my best to support the contingent to understand what had become our home over almost two years. It was a really unusual way to finish the posting.”

She says the FFA secondment was a great experience in a ‘whanau’ atmosphere. “One of the things I have always loved about the Defence Force is that it feels like a family. There’s a sense of, we are all in this together, whether you are in uniform or civilian clothing. The FFA has that same feel, of being part of a committed family, who celebrate together when it’s good, and support each other through challenging times. People truly care for their colleagues, and it was really touching. It made my secondment, and our family’s adventure pretty special.”

UPDATE: TE MANA

Ship's Information Officer Lieutenant Richard Horne reports in from Esquimalt, Canada, as HMNZS TE MANA nears the end of her Frigate Systems Upgrade.



Christmas felt more homely than ever, despite the light sprinkling of snow on the ground.

That's because the Royal New Zealand Returned and Services' Association sent over care packages to the crew still working over the Christmas break. They included letters written by New Zealand children wishing them well for the season.

"Marmite and Pams specials filled the stomachs of those working and the kind words of children thanking us for our service warmed everyone's hearts.

"All our thoughts were with our loved ones at home that we miss and wish we could share this experience with."

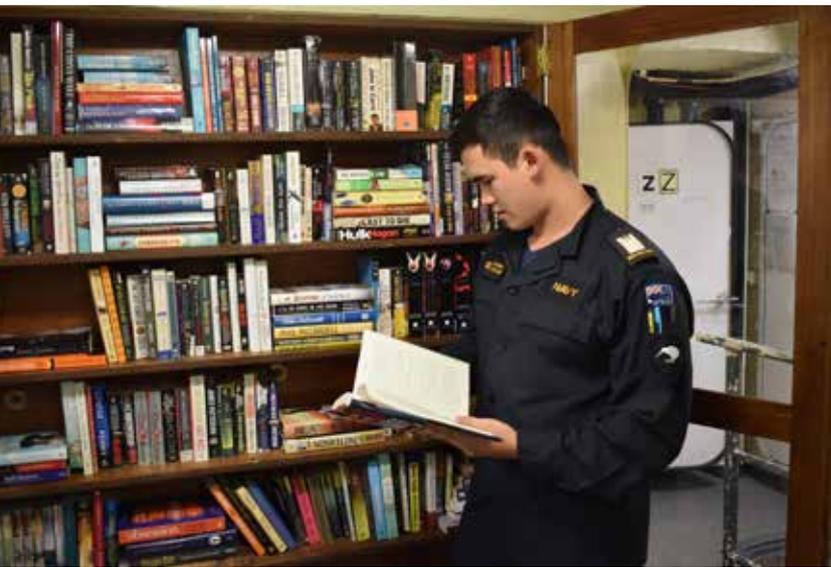
TE MANA's upgrades will ensure the frigate remains relevant in terms of modern warfare, but one upgrade has been welcomed by all – the creation of a ship's library.

Top of page: TE MANA transits the Haro Strait, with Mount Baker, United States, in the background. Photo: Ron DeVries.

Left: Crew members are well wrapped up as the ship closes on Seattle.

Right: TE MANA crew display their RSA Christmas parcels.

Opposite page: MID Campbell Maitland (now an Ensign) checks what's on offer in TE MANA's new ship's library.



DID YOU KNOW?



HMNZS TE MANA turned 22 on 10 December 2021.



She's steamed over 593,700 nautical miles, and been underway for over 45,000 hours.

16

She has had 16 Commanding Officers including current CO Commander Mike Peebles (since March 2019).

6

She has six operational deployments on her record of service, including:

- **Solomon Islands** (2000, 2001)
- **Arabian Sea** (2003, 2004, 2008)
- **Gulf of Aden** (2014)

“All our thoughts were with our loved ones at home that we miss and wish we could share this experience with.”

“Late last year we received a donation of books from the Military Family Resource Centre Esquimalt, a charitable organisation in Victoria. Since then we have received donations from members of Ship’s Company, allowing us to grow our stock. It’s a great way of keeping Ship’s Company entertained during the colder evenings.”

Another milestone in TE MANA’s FSU journey was achieved with a port visit to the United States in January.

In this instance this was a relatively short sea voyage across the Puget Sound to Seattle, Washington, with the NZ High Commissioner to Canada, Martin Harvey, as a passenger. The trip included high-speed manoeuvring, sea-boat operations and a warfare demonstration.

At time of writing TE MANA will be having a stint in a dry dock, before embarking on her final stages of her upgrade and preparation for her voyage to New Zealand.



Responding To Unrest



HMNZS WELLINGTON provided a maritime security presence in the Solomon Islands in December as part of New Zealand Government's security and stability mission to the country.

In response to a request from the Solomon Islands Government, New Zealand and Australia had sent police and military personnel after a series of violent anti-government riots, mainly in the nation's capital Honiara.

Departing Devonport on December 6, WELLINGTON took over maritime support responsibilities from Royal Australian Navy vessel HMAS ARMIDALE on December 11, joining in a final combined patrol with Royal Solomon Island Police Vessel GIZO. She returned to Devonport on December 24.

Her role was to provide a visible and reassuring maritime patrol presence off the principal island of Guadalcanal and (if necessary) assist the Royal Solomon Islands Police Force in conducting boarding of suspicious vessels.

Approximately 60 New Zealand Defence Force and New Zealand Police personnel were flown to the Solomons, joining with Australian personnel to help maintain stability and security.



Riots are not new in the Solomon Islands. The Royal New Zealand Navy has been involved in previous peacekeeping and evacuation missions to the Solomons with HMNZ Ships TE KAHA and TE MANA (2000) and HMNZS MANAWANUI (III) (2001). Around 2000 New Zealand Defence Force and NZ Police served in the Australian-led Regional Assistance Mission to Solomon Islands (RAMSI) from 2003 to 2017.

Top: NZ Army personnel undertake a briefing prior to going on patrol in Honiara.

Below: HMNZS WELLINGTON patrols Guadalcanal with HMAS ARMIDALE and RSIPV GIZO.

Photos: Department of Defence Australia and NZDF.



BEST NAVAL SUPPLY SHIP

HMNZS AOTEAROA has been named the Work Boat World's Best Naval Supply Ship for 2021. The magazine, launched in 1983, is touted as the world's widest-reaching publication serving the global workboat market. Maritime publishing house Baird Maritime produces portal BairdMaritime.com, Work Boat World, Fishing Boat World, Ship World, Ausmarine, and Commercial Mariner sub-sites, and the ship brokerage platforms WorkBoatWorld.com and ShipWorld.com.

CLARIFICATION

In *Navy Today* 261 December 2021 we state that HMNZS AOTEAROA's mission to Antarctica this month will be the first visit and resupply to McMurdo by an RNZN ship in over fifty years. In terms of resupply missions this is true, but an observant reader has pointed out that the Offshore Patrol Vessels have reached McMurdo, notably HMNZS WELLINGTON in February 2011. She transited to the bottom of McMurdo Sound to view America's McMurdo station.

CORRECTION

In *Navy Today* 259 October 2021 we interviewed Victor Reid, who helped deliver HMNZS ARABIS back to the United Kingdom in 1948. Mr Reid would like it known that when they ran aground in Benghazi, he had recently filled the water tanks and the water to be pumped overboard to free the ship. The article says fuel was pumped overboard. We apologise to Mr Reid for the error.

EVENTS AT WAITANGI CANCELLED

This year's Waitangi Day events – including the Navy's longstanding ceremonial duties – were cancelled due to the risk of COVID-19.

The Waitangi National Trust said it would be practically impossible to safely proceed with events that normally attract up to 40,000 people. The Navy's involvement in Waitangi started with the signing of the Treaty in 1840 and in modern times the Trust has given the Navy the undertaking to carry out any naval ceremonies at the flagstaff at Waitangi which it deems desirable.

FOR THE RECORD:



BRAVO ZULU AWARDS 2021

The Commander W.J.L Smith Trophy
Maritime Operational Evaluation Team (MOET)

The Fleet Seamanship Award
HMNZS TE KAHA

The Monowai Trophy
HMNZS WELLINGTON

The Chatham Rose Bowl and Efficiency Pennant
HMNZS MATATAUA

Naval Support Command Efficiency Trophy
Task Element Navy 650.7.1.1 (in support of Operation Protect)

Naval Support Command Customer Service Trophy
Base Support Services including: RNZN Chaplains, RNZN PTIs, Navy Community Organisation (NCO), and Marae Staff

The RNZN Safety Award (Individual)
LLSS Bradley Collier, HMNZS MATATAUA

The RNZN Safety Award (Unit)
Leadership Development Group (LDG)

Safety Awards - Best Initiative by a contractor
Jarron Ulric, Babcock International

The RNZN Reserve Division Trophy
HMNZS NGAPONA

Joe Simms Memorial Award
OMUS Alden Cai

My Frosty First Findings

ACWS BRIAR MILLER



Since landing in Antarctica on the 24th of September, I have already had a lot of first experiences that I will cherish forever, and it is only the 5th week of my 6-month deployment.

The first week had wind chill temperatures as low as -48 degrees, so I had to learn to adjust to the climate quickly, as well as dress sufficiently.

After the first week I spent a full night outside in a tent on the snow. I gained an appreciation for the comfort Scott Base provides after that! Since then, I have explored the pressure ridges outside our doorstep, visited Scott's Hut in Cape Evans, Shackleton's Hut in Cape Royds, watched an Adelle penguin rookery, gone into a large crevasse with a small entrance, seen my first iceberg

and observed a Weddell seal pup meeting its mum for the first time. I have completed a few local hikes around Scott Base including Castle Rock Loop, Observation Hill, and Crater Hill. We have only had a couple of opportunities to mingle with the American base over the hill called McMurdo. I seized the chance to go to their famous Gallagher Bar one night and this did not fail to impress me. Although we are only 10 minutes apart, the cultures of each base are vastly different, stemming from the difference between Kiwis and Yanks. It was quite the American experience.

We got the opportunity to visit one of the science camps out on the sea ice. This trip put into perspective why we continue to support science and peace in accordance with the Treaty, they have already made some remarkable discoveries about the changing world due to climate change. It felt like watching a Playstation game as they drove their \$4m submarine robot (Ice Fin) under the sea ice.

A few points I'd like to share; getting burnt by the cold has a similar effect on the skin as sunburn does, Scott Base is notorious for giving you static shocks, you need to drink twice as much water due to the dry climate, walking on the ice sounds loud and crunchy, it is easy to forget how late



it is due to the sun being up all the time, and skuas (a scavenger seagull-looking bird) will, irritatingly so, take any opportunity to eat anything, especially foraging on leftover nutrients on the sea ice from the birthing seals pups.

Lastly, it has been refreshing not being glued to my cell phone. I have always found the older generation pester our generation and the younger ones about having less screen time, but it is now all making sense why. I have started to read more books, engrossing myself fully into the story. The bar is full of chatter and laughs, without the constant distraction of our cell phones buzzing for our attention. I like to think I will continue to rely on my phone less when I return to Aotearoa, but we will see. Our lives rely on them greatly after all.

Briar Miller

15 ROUNDS

WITH LIEUTENANT COMMANDER LOUIS MUNDEN-HOOPER



01

Job title and description:

Engineering Officer – HMNZS Aotearoa
I have worked as part of the team on ROA since late in 2018, I posted into the role of EO around the middle of 2019 and have been helping bring the ship through to Operational Release ever since.

02

Date joined RNZN:

15 Jul 2009.

03

First ship posted to:

HMNZS CANTERBURY (L421).

04

Best deployment:

The best deployment has to be the one that you're on. You need to focus on what's in front of you if you're going to be able to sustain your best effort. I do have particularly fond memories of deploying with CANTERBURY for Pacific Partnership, though – your first trip away from New Zealand as a Midshipman or Ensign is always going to be a lasting memory.

05

Hometown:

Renwick, Marlborough.

06

High school:

Nelson Boys High School ('02-'06).

07

Favourite book:

I read too many books to have a favourite, but my preferred genres at the moment are Economics and Artificial Intelligence.

08

Favourite movie:

Jay and Silent Bob Strike Back.

09

**Favourite album:**

And Justice for All by Metallica.

10

Favourite song:

The Motherload by Mastodon.

11

Favourite holiday destination:

Tramping through any of New Zealand's National Parks.

12

Outside of work, what's a couple of things you enjoy doing:

Attempting to fix/modify my motorcycle.

13

**What's something about you that not many people know?**

I own eight different colours of the Casio F-91W Damage Control watch, one for each day of the week and another for special occasions.

14

A valuable life/Navy lesson for me is?

Everything is simple, until you start trying to define it with any great level of detail.

15

How would you describe the Navy in 10 words or less:

Great opportunities, and enough work to keep to you busy.

BE PREPARED FOR COVID-19

It is highly likely that COVID-19 cases will soon rise in the community. Being prepared means your whānau and community can get help and support when our community is affected by COVID-19.

Get vaccinated

Get your booster.

Protect yourself and others

Practise hand hygiene, wear your mask, socially distance, scan-in, use ventilated spaces.

Stay informed

Regularly check locations of interest, think about your interactions with others and risks of exposure in unfamiliar settings.

Stay home if you are sick

Avoid contact with others, seek and follow health advice, and get tested when required. Don't risk the health of others in the workplace or vulnerable friends and whānau!

Be prepared

Prepare to self-isolate, prepare to support others, talk about reducing spread across your household. Make whānau/pet support arrangements and have the supplies and medications available if you or the whānau need to isolate.

Keeping yourself and your workmates COVID-19 free is still your goal! NZDF will be less effective in its duties assisting NZ and other countries if lots of personnel are infected and can't be at work.

Click the COVID-19 quick-link on the NZDF ILP homepage for more information



**Book
your
booster
today**