

# 273 FEB 23

# NAVY T O D A Y

WAITANGI  
DAY 2023  
FLOOD  
DAMAGE  
OP ENDURING  
FREEDOM



T E T A U A M O A N A I T Ē N E I R Ā

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*“The idea of flying in the military ticked a lot of boxes for me. A sense of service, getting overseas, doing exciting things.”*

– CDR Alex Trotter, the new Commanding Officer of No. 6 Squadron



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**Front Cover:**  
A sailor steadies the White Ensign as it is raised at the Waitangi Flagstaff during Waitangi Day commemorations.

**Photographer:**  
SGT Vanessa Parker



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# Yours Aye

## Chief of Navy



### Kia Ora Koutou!

As I have come to expect, the year began with energy and the unexpected (Yes, I acknowledge the apparent oxymoron). Starting with a change in Prime Minister and Minister of Defence, ships' programming and wider Navy event programmes then underwent minor change as the ongoing impact of high attrition was worked through. These programme changes reflect an intent to maximise our ability to regenerate and prepare to deliver outputs, at the same time minimising where possible, the negative effects on sailors and their whānau. It is not possible to remove all negative effects, but a very deliberate approach to 'balance' is at the forefront of Commanders' and maritime planners' thinking.

An example of balance is visible in two important recent activities. Albeit somewhat delayed, Te Taua Moana o Aotearoa formally welcomed their Excellencies, The Right Honourable Dame Cindy Kiro, GNZM, QSO,

Governor General of New Zealand and Doctor Richard Davies, to their Navy late last month. Such an event would normally include Fleet Divisions; however, divisions were stood down acknowledging the load on ships and units to 'force generate' (get ready for operations). The pōwhiri was well attended by Iwi Heramana, and Her Excellency then participated in our celebratory BZ Awards. And then early this month the Navy's annual pilgrimage to Waitangi was scaled in response to the Auckland floods that impacted so widely on many sailors and our Auckland communities. The focus was rightly put on helping the community around the Home of the Navy. While at the same time we demonstrated our ability to continue to provide support to perhaps our most important national commemorative event. Our numbers were well down on normal; however, the sailors, soldiers and aviators who represented us still provided a highly visible RNZN and NZDF presence. Ahakoa he iti he pounamu (Although it is small, it is pounamu) is appropriate for their mahi.

Continuing on the theme of unexpected, as I write this article Tamaki Makarau is recovering from unprecedented floods, while at the same time having to prepare for Cyclone Gabrielle. Gabrielle is expected to bring damaging winds and further rain to much of the motu. The energy in these weather events, and the consecutive nature of them, has stunned us and presented significant challenge to those in Tāmaki Makaurau and Tairāwhiti. I await, with a degree of trepidation, the impact of Gabrielle on an already waterlogged whenua, and somewhat tired population. I know whatever happens, we the Navy will flex and adapt, looking after our families, our community and our nation.

At the same time as the events outlined above, the more 'normal' parts of life as a sailor have continued. New recruits have joined Iwi Heramana, HMNZ Ships TAUPO, CANTERBURY and TE MANA have prepared, slipped, and proceeded to sea to go about the core business of our Navy. And HMNZS MANAWANUI undertook a special mission that saw her, working alongside other government agencies, remove over three tonnes of cocaine from circulation – the largest seizure in New Zealand's history. The successful recovery will have saved lives and immeasurably removed harm from our community. BZ all involved.

Ashore, following the release of an updated Chief of Navy Directive, work at unit and ship level is occurring with a focus on regenerating our combat capabilities while building resilience and sustainability into our work force. Additionally, and a personal priority for me, significant effort continues on generating and arguing for proposals to improve sailors' conditions including remuneration. Regrettably, there is no 'silver bullet' in this area; however, I, alongside the NZDF and RNZN senior leadership, am hammering away at presenting and arguing for options that will address the critical hurt being felt by those who serve.

As I look out the window, the storm clouds continue to darken. By the time this magazine is out, we will be living the outcome of Gabrielle's impact. In advance, I thank all my comrades, and their whanau, for what you have done in response to what feels like a hectic start to the year ... and for what I think will be a busy few months of support to communities across Aotearoa.

## FOR THE RECORD:



### BRAVO ZULU AWARDS 2022

*The Commander W.J.L Smith Trophy*  
**Naval Operations Support Unit (NOSU)**

*The Fleet Seamanship Award*  
**HMNZS AOTEAROA**

*The Monowai Trophy*  
**HMNZS TAUPO**

*The Chatham Rose Bowl and Efficiency Pennant*  
**HMNZS AOTEAROA**

*Naval Support Command Efficiency Trophy*  
**Northern Health Support Squadron**

*Naval Support Command Customer Service Trophy*  
**HMNZS PHILOMEL Isolation Accommodation Management Team**

*The RNZN Safety Award (Individual)*  
**Hein Havemann (Babcock) - MEST**

*The RNZN Safety Award (Unit)*  
**Safety Case Management Project Team**

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

*The RNZN Reserve Division Trophy*  
**The Naval Reserve Initial Training Team**

*Joe Simms Memorial Award*  
**AMUS Jesse Wood**



## ONLY RIDE IN TOWN

Prime Minister Chris Hipkins, with Minister for Emergency Management Kieran McAnulty, boards a SH-2G(I) Seasprite helicopter at RNZAF Base Auckland to review the damage to

Auckland following the catastrophic flooding on 28 January. The pair, with National Emergency Management Agency staff, had been flown on a RNZAF C-130 Hercules to Whenuapai.



## ONE STARS SWAP ROLES

Commodores Melissa Ross and Andrew Brown have effectively swapped roles, with CDRE Brown taking on the Deputy Chief of Navy position in November. CDRE Ross becomes Commander Logistics.

In a Deputy Chief of Navy notice to the Navy last month, CDRE Brown said the Navy's focus for 2023 will be on regeneration, "through the recruitment of personnel, preparation and deployment of our ships/sailors on operations and exercises, conduct of training, and delivering the outputs the government expects of us.

"We will ensure that your role in our Navy is recognised and rewarded. Most importantly we want to ensure that the reasons you joined the Navy are just as relevant and important today as they were when you joined."

CDRE Ross is the first woman to be appointed Commander Logistics – COMLOG. She became Commodore in December 2019, taking on the Deputy Chief of Navy role.

*Above: CDRE Melissa Ross and CDRE Andrew Brown at the Deputy Chief of Navy Change of Command ceremony at the Navy Museum, with Chief of Navy RADM David Proctor.*

# NAVY AND AIR FORCE HELP AUCKLAND CLEAN UP

Navy and Air Force personnel joined forces to assist Auckland Council in clearing neighbourhood damage after catastrophic flooding across the city in the last week of January.

Following the floods, Warrant Officer Medic Greg Staines was among a dozen personnel sent to Nile Street, Milford, to help homeowners clear debris and ruined belongings from their homes. In some cases the water had reached the height of windows, destroying nearly everything they owned. Many in the street were pensioners, unable to handle clearing up.

“People were at their wits’ end,” he says. “They had been told to bring their rubbish to the kerb. They were tired, wondering how they could achieve it. We turned up and said, we can do this. People were enormously grateful for our help. One poor man had a mattress on the floor; that was all he had left.”

The teams split in two, working either side of the street. “It was basically heavy manual labour, clearing out damaged furniture, fridges, whiteware. There was this Chinese couple with this massive fridge they couldn’t move. We got it out in five minutes.”

Waterlogged carpet was a huge task. “Carpet underlay would just disintegrate in your hands.

It was all heavy, wet and contaminated.” Everything was lifted down the kerb, for Council waste management collection.

“It was a good tour of work,” he says. “It’s the sort of thing you join the NZDF to do. We do plenty of offshore stuff, but you rarely get to play a part and provide disaster relief assistance in your own back yard. We worked for three hours and by the time we were finished I was beat.”

Devonport Naval Base experienced some flooding in low-lying areas, particularly at high tide, and some superficial slips.

Naval personnel were encouraged to work from home following the 27/28 January floods to prevent unnecessary travel on damaged roads. Navy personnel were among NZDF liaison officers sent to Warkworth and Whangārei to support Civil Defence teams, while others were placed on standby for Auckland assistance.



# Navy returns to Waitangi Day

The Royal New Zealand Navy took up its traditional role in Waitangi Day commemorations in the Bay of Islands this month, after last year's event was cancelled due to COVID-19.



However, the 100-person guard had to be reduced to 25, with many Navy personnel dealing with property damage after the Auckland floods and assisting with Auckland's civil defence response.

Chief of Navy, Rear Admiral David Proctor, said it was an "absolute privilege" for the Navy to attend Waitangi Day.

"Our relationship with the people of Te Tai Tokerau is of long-standing and built on mutual trust and respect. Unfortunately this year we couldn't have the 100-person Royal Guard of Honour simply due to the impacts of the recent weather event on our Navy personnel."

HMNZS TE MANA, under new Commanding Officer Commander John 'JJ' McQueen, was the attending ship.

The Navy guard's role included the Beat the Retreat and Sunset Ceremonies at the Treaty Ground

flagstaff on 5 February, and their parade the following day. In the background, TE MANA fired a 21-gun salute to observe the 183<sup>rd</sup> Anniversary of the signing of the Treaty documents.

The Royal New Zealand Navy Band was prominent throughout from 4 February, including performances on the Village Green in Paihia, while the New Zealand Defence Force's Māori Cultural Group gave a series of performances on the Treaty Grounds.

The weekend was also an opportunity for TE MANA to host students and careers advisers from high schools across Te Tai Tokerau.

Hosted by CDR McQueen, they were given a tour of the ship and practised being part of the ship's fire party, donning firefighting equipment and using fire hoses.







# FRIGATE COMMAND OF FAMILIAR SHIP

In many ways, it's like coming back to where it all began.

That was the reflection from Commander John 'JJ' McQueen, who 23 years ago attested in the very ship he had just taken command of.

On 27 January, Commander McQueen declared "I have the ship" to HMNZS TE MANA's outgoing Commanding Officer, Commander Mike Peebles. CDR Peebles had taken command of TE MANA in Canada in 2019, seeing the ship through its Frigate Systems Upgrade and return to New Zealand, as well as her aviation flight trials last year in Australia.

TE MANA was the ship CDR McQueen served in during his first operational deployment during Operation Enduring Freedom in 2003, and the ship in which he received his Watchkeeping ticket. In his address to the ship's company, he described a later deployment as Operations Officer in TE MANA in 2012/13, when life was squeezed "to Echo section confined between my Cabin and the operations room where I served as the ship's Operations Officer and alongside my fellow Principal Warfare Officer at the time, Commander Dave Barr. Over the course of a great deployment we proceeded to empty the CIWS and 5 inch magazine and .50 calibre lockers.

"So for me TE MANA is where I have shared many great memories and faced the many challenges and opportunities that a sea-going life offers."

*Left top: CDR Mike Peebles (left) passes TE MANA's Symbol of Command to CDR John McQueen.*

*Left bottom: CDR Peebles and his wife view his farewell haka.*

*Right: CDR John McQueen (left) receives his Command Directive from RADM David Proctor.*

CDR McQueen has also been Navigating Officer, HMNZS RESOLUTION in 2004, Commanding Officer of the Inshore Patrol Craft HMNZS KIWI in 2005 and HMNZS KAHU in 2007. He was the Commissioning Commanding Officer of the Inshore Patrol vessel HMNZS PUKAKI in 2009, and Executive Officer HMNZS CANTERBURY during humanitarian and disaster relief missions in Vanuatu in 2015 and Fiji in 2016.

He cites his most challenging and rewarding role as Fleet Operations Officer at HQ JFNZ (2013–2014) monitoring the readiness of the Fleet and specialist teams to deliver on the Navy's mission and outcomes.

Most recently, CDR McQueen has commanded HMNZS MANAWANUI, which acted as the host ship for the Australian Defence Force's Operation Render Safe last year, mapping explosive remnants of war in Tuvalu.

He thanked CDR Peebles for the milestones accomplished, saying he had set the bar high for him to follow. The busy year would focus

on operationally testing and evaluating all of the systems and capabilities integrated through the ship's upgrade.

"We must never lose sight of the fact we are foremost a combatant warship and must always be ready to 'support, enable and fight'. We have an obligation to ensure we rebuild the warfighting capacity of our Navy, evolve our thinking of war-fighting procedures, and enhance our fighting spirit.

"To do this, we need to feel part of the team. We must continue to foster an environment in which everyone is valued, managed with care and treated with respect. Know I will always do my best to empower you and I will always communicate with you what I do know and what I don't and articulate both the benefits and costs in advocating your interests to operations and activities we are directed to conduct. I will simply ask that you meet me halfway in doing so."

**Ma tini ma mano ka rapa te whai  
Through cooperation, we will achieve**





Alex Trotter



# COMMANDING OFFICER TAKES CONTROL

There are two distinct passions that stand out when you interview Commander Alex Trotter, the new Commanding Officer of No. 6 Squadron. One is the obvious love he has for flying in the service of his country in one of the most challenging environments for a pilot. The other is ice hockey.

In the manner of aviators, CDR Trotter uttered “I have control” to outgoing Commanding Officer, Commander Sam Greenhalgh, in a ceremony at No. 6 Squadron on December 16. The squadron, maintained by the Royal New Zealand Air Force and operated by Navy, flies the Seasprite SH2-G(I) Maritime Attack helicopter.

He told *Navy Today* he had always been motivated to fly from a young age. “The idea of flying in the military ticked a lot of boxes for me. A sense of service, getting overseas, doing exciting things. And I admit there was a bit of *Top Gun* influence. I liked the idea of landing on a ship.”

He went to university to study commerce, and two years in he applied for the Navy in 2004, not expecting to finish his degree. But the Defence Force put him back into university after his Junior Officer training, meaning he could complete it prior to commencing flying training.

From there, it was fixed-wing training in the CT-4 Airtrainer and B200 King Air, switching to the B47G Sioux helicopter and the Iroquois ‘Huey’ helicopter and posting with No. 3 Squadron as a line pilot. “The Huey is iconic,” he says. “We were flying that aircraft for almost 50 years, and it gave us great service throughout.

It was an absolute workhorse, basic in a sense but extremely reliable – like your uncle’s Holden Kingswood. I was very fortunate to get to fly it.”

The Seasprite, in comparison to its predecessor the Westland Wasp (which he hasn’t flown) is like “night and day. We’ve seen three iterations of the Seasprite, and each one has brought a significant capability upgrade”.

Operating in a maritime environment is incredibly challenging, he says. “Operating over water takes a lot of skill, a lot of focus. You’ve really got to be on your toes, day or night, in an environment that can change very rapidly. You don’t get the same cues you get over land, and there’s generally only one safe option when it comes to landing at sea, as opposed to the option of landing in a farmer’s paddock – which happened a few times with the Huey.”

His career has included Operation Pacific Relief, the 2016 humanitarian and disaster response from HMNZS CANTERBURY following Cyclone Winston in Fiji. “That’s probably been the most rewarding operation, in terms of the sense of achievement. We were flying in medical teams, supplies, and we were right there, in the community, landing next to people’s (often destroyed) homes. Seeing the direct effect of the assistance we were providing was a unique and incredibly rewarding experience.”

He still maintains his ticket to fly, although he reckons as Commanding Officer his operational days may be behind him. “But you never know.”

He sees No. 6 Squadron as a “unique blend of Navy and Air Force culture. The Air Force is very team-oriented, while Navy tends to be a bit more traditionally structured. Rank and station are important, but ultimately it’s about getting the job done in a small team environment. With No. 6 Squadron you get the relaxed professionalism of the Air Force combined with the pragmatism and stoicism of the Navy.”

He is passionate about ice hockey, and that’s not just as a fan hoping the Edmonton Oilers will win the Stanley Cup. He plays at club level in Auckland as an “enthusiastic amateur” and on the morning of the interview had been mixing it up with the top players from the West Auckland Admirals – despite recovering from a broken foot.

In terms of the year ahead, the return of the Anzac frigates is an exciting prospect for No. 6 Squadron, he says. “The regeneration of warfighting capability in the RNZN presents an excellent opportunity of getting back to our core business of providing an embarked combat platform, extending the reach of the frigates’ weapons and sensors well over the horizon.”

# GOVERNOR GENERAL'S FIRST VISIT TO PHILOMEL

The Governor General of New Zealand, Dame Cindy Kiro, was welcomed at Devonport Naval Base on 26 January, her first official visit to the home of the Royal New Zealand Navy since taking office.

It had been initially proposed to hold RNZN Fleet Divisions, but with pressures of Navy regeneration – the focus for 2023 – and upcoming deployments, the Navy opted to cancel it for this year.

Dame Cindy was formally welcomed on to Te Taua Moana Marae, followed by tours of ships and Devonport Naval Base. She presented the Bravo Zulu Awards to ships' companies and their Commanding Officers for their achievements in 2022.

In her speech at the marae, she thanked the Navy for its service, notably in its commitment to Operation Protect, the government's strategy against COVID-19.

"I know the arrival of the global pandemic had a considerable impact on your training, operations and family life. New Zealanders are deeply

grateful for your commitment to Operation Protect. Thank you for what you have done to keep our people safe.

"At a time when civilian society discovered a new appreciation for 'He waka eke noa' to combat COVID-19, naval personnel already knew full well that a ship cannot fight unless it operates as a unit.

"While I appreciate that the impact of the pandemic continues to be felt across the Navy, it's good to know that you have been able to resume many of your normal operations.

"When there is a national emergency, our naval personnel have been called upon to provide prompt assistance – here and amongst our Pacific neighbours. Sadly, the impact of global warming will only increase the frequency of those responsibilities.

"Wherever you are on the globe, I know you will continue to be proud ambassadors for Aotearoa, global cooperation, peace and security."

*Photos, from the left: Dame Cindy Kiro speaks at Te Taua Moana Marae, during her official welcome to Devonport Naval Base.*

*CDR Dave Barr gives Dame Cindy Kiro a tour of HMNZS AOTEAROA.*

*Dame Cindy Kiro congratulates CDR Dave Barr, Commanding Officer HMNZS AOTEAROA, on the ship receiving the RNZN Seamanship Award at the Bravo Zulu Awards.*

*LT Samara Mankelow, Commanding Officer HMNZS TAUPO, with the Monowai Trophy.*







# NEW YEAR HONOUR FOR CTF 150 COMMANDER

Captain Brendon Clark RNZN said he was “speechless and humbled” to be awarded the New Zealand Distinguished Service Decoration.

In July 2021, Captain Clark deployed to Bahrain as Commander Combined Task Force 150 (CTF150), which operates under the umbrella of the United States Naval Command that unites 34 nations to conduct Maritime Security Operations in the Middle East Region.

“It was honour and a privilege to have commanded Combined Task Force 150, leading a professional, high performing team of people from the Australian, Bahraini and Singaporean Navies, the United States Coast Guard and the New Zealand Defence Force.”

His citation says he performed his role with distinction, demonstrating exemplary leadership and outstanding professionalism contributing to a record-breaking year of drug seizures in the Middle East region.

During the six-month command, a first for the New Zealand Defence Force in the twenty year history of the Combined Maritime Force (CMF), there were 14 interdictions where narcotics were found netting over 2,486Kg of heroin, 11,476Kg of hashish, 1,578Kg of methamphetamine and 16Kg of Captagon pills which was a first for CMF. The street value of the seizures was over \$NZ 3 billion that would have otherwise been used by terrorists and criminal organisations to fund their activities.

CAPT Clark said the greatest strengths were diversity and the team’s ability to build and foster relationships, partnerships and friendships across the 34 nations, both in theatre and across the many supporting elements, both at home and in theatre, that contributed to the mission.

“This whakatauki is appropriate, Ehara taku toa i te toa takitahi, engari kē he toa takitini.

“My success should not be bestowed onto me alone, it was not individual success but the success of a collective.

As they say, it takes a village to achieve the mission. At the heart of our support network was our families and loved ones; their unwavering support gave us the resilience and freedom to focus on the mission and achieve outstanding results.”

# CAUSES IN COMMON IN CANBERRA

The New Zealand Defence Force's Service Persons of the Year discovered there's a lot in common between Australia and New Zealand when it comes to the people issues.



In December, LYDS James Faleofa (Sailor of the Year, NZDF Person of the Year), CPL Jack Dowdle (Soldier of the Year Runner Up) and SGT Rebekah Richardson (Aviator of the Year) attended the Australian Defence Force (ADF) Chief of Defence Force Leadership Forum in Canberra.

The forum is a tri-service event involving 130 Non-Commissioned Officers from all ADF units and services along with invited international personnel. The NZDF trio were alongside personnel from Singapore, Tonga, and Malaysia.

The purpose was to bring together a wide representation of NCOs and provide them with direct access to senior leadership to discuss current issues from the ground up. The forum covered an array of topics from leadership to culture and ethics.

LYDS Faleofa says they were given topics to present, and the New Zealanders soon realized that the difficulties faced by the ADF were remarkably similar to NZDF's. "We found that 'how we keep our people' (retention) and 'how do we get people to join' (recruiting) were big topics for the Australians."

Personnel were also given the opportunity to directly pose questions to not only service chiefs and representatives, but also directly to the ADF Chief. Previous forums proved to be successful and popular platforms for NCOs to voice their valuable opinions.

"The biggest takeaway for us was having the opportunity to network with our Australian counterparts, often from our respective trades which we expect to work closely with in the future," says LYDS Faleofa.

"Learning the importance that the ADF puts into training ethics at all rank levels was an eye-opener and we noticed both similarities and differences in what's important to each military, what we teach and even how each service operates."

He says he was able to talk about his work at the Youth Development Unit, and how the Defence Force works alongside youth within their communities. "They do not have or have heard of anything like it."

The New Zealand High Commission hosted the trio for a day, officially welcoming them to the Commission.

"We learned how and what a High Commission does and how it serves New Zealand interests in Australia. Visiting the Australian War Memorial was a poignant moment and highly recommended for anyone visiting Canberra wishing to pay their respects to fallen comrades."

"Overall, we were all incredibly grateful for this opportunity and look forward to further occasions where we can work closely with our Australian counterparts."

*Photo, from left, CPL Jack Dowdle, SGT Rebekah Richardson and LYDS James Faleofa at the Australian War Memorial in Canberra.*

# MINIGUN MOOTED FOR FORCE PROTECTION

The crack of single-shot or automatic gunfire in the morning is reasonable enough at the Navy's Tamaki Leadership Centre, whose ranges at the extreme end of Whangaparāoa Peninsula are well isolated from the Hibiscus Coast suburbs.

But a weapon that can fire 7.62mm bullets at 3,000 rounds a minute has an entirely different sound. According to Colin Moore, Joint Experimentation Manager – Maritime, it's something like: "BBBBBBBBBBBBRT".

The M134D-M Minigun is the subject of a new 'battle lab' experiment for the Navy, part of a Navy Experimentation four-year plan to explore new force protection capabilities against threats the Navy could face today and in the future.

The six-barrelled electrically-driven Gatling-style rotary gun is a formidable weapon, essentially a modern version of the system seen mounted in helicopters during the Vietnam War (and popularised in a

variety of improbable uses in film fiction and video games). It is in service with many of New Zealand's traditional partners, but it is new to the Royal New Zealand Navy.

"So to better understand the implications of introducing such a system, a battle lab has been initiated to explore the impact on future training requirements, engineering and tactics, techniques and procedures," says Mr Moore.

In order to effectively answer these research questions through a battle lab methodology, the Navy needs to understand how to operate the system. "The battle lab requires select personnel to be trained and have a comprehensive

understanding of the weapon systems operation and maintenance to ensure effective experimentation outcomes as well as safe and professional conduct of live fire activities."

Eight personnel from across the Navy trained for four days in the effective operation of the system as well as in-depth maintenance of the major components. "The Minigun is a very different system to traditional inertia/gas operated weapon systems such as the Mag 58 but has some similarities to the larger Close In Weapon System (CIWS) in service on some RNZN fleet units," says Mr Moore. "Most of the training students commented on the sheer quantity of ammunition needed and this will be a major consideration in battle lab reporting."

The goal is to be able to mount the weapon on selected fleet units, the future Littoral Manoeuvre Craft and future RHIBs, he says.

"The next steps will be conducting live fire experimentation activities at sea from RNZN fleet units incorporating existing force protection systems to best assess how the Minigun will enhance the layered defensive approach. This will be followed by mounting and live firing from sea boats."







*CAPT Colleen Smith gives a speech following her promotion at Defence House.*



*LTCDR Timothy Gore is promoted to Commander at Defence House, with parents Rosemary and Bryan handling the rank slide change.*



*LCH Sharfuddin Shaik, receives the HMNZS TE KAHA Sailor of the Quarter award in December from Commanding Officer CDR Kane Sutherland. LCH Shaik was also promoted to Leading Hand and awarded his first Good Conduct Badge.*

# OUR P



*Calliope Sea Scout Charlotte Reddecliffe with Chief of Navy RADM David Proctor and Warrant Officer of the Navy WODR Lance Graham, following the presentation of Charlotte's Chief Scout Award.*



*OEWS Quinton Jones receives the Spencer Tewsley Cup from Defence Minister Peeni Henare for the best all-round BCT graduate of BCT 22/02.*



*SLT Adam Brand with his younger brother, BCT 22/02 graduate OSCS Peter Brand.*



*Commanding Officer HMNZS TE KAHA, CDR Kane Sutherland, presents a Ship's Crest to Kelvin Tanton from Babcock NZ to mark TE KAHA being his last undocking before his retirement. Kelvin has worked at the Naval Dockyard in Devonport Naval Base for the last 36 years.*



*AMED Amber Allott, HMNZS AOTEAROA, embraces the action during the Champion of the Navy event.*



*The medics signal their fervour during the Champion of the Navy event.*

# PEOPLE



*Graduates and Leadership Development Group staff perform a Pacific Island dance during the BCT 22/02 graduation.*



*OCH Sam Olsen receives a lei from relatives during the BCT 22/02 graduation.*



*AMED Abbey Brown hugs sister OCSS Charlotte Brown following her graduation from BCT 22/02.*





# OPERATION ENDURING FREEDOM

Just over 20 years ago HMNZS TE KAHA was tasked with a mission that effectively put the ship on a war footing. *Navy Today* talks to former Commanding Officer, Rear Admiral John Martin, and former bridge watchkeeper Commander Vicki Stevens, about our Navy's contribution to Operation Enduring Freedom.



On 11 November 2002 the NZ Government announced that frigate HMNZS TE KAHA, as well as a P-3 Orion, would be deployed to the international operations campaign against the Taliban and Al-Qaeda, under Operation Enduring Freedom.

The NZ Government had signaled their intent to participate in the response under United Nations Security Council Resolution 1441, following the attacks in the United States on September 11, 2001. The SAS and a C130 Hercules aircraft support group had been committed to Afghanistan, and the Government was looking for other ways to contribute.

Sending a frigate to join Enduring Freedom's Maritime Interdiction

Operation (MIO) was considered the best option, and HMNZS TE KAHA was closest. She was near the end of a five-month deployment, which had included a series of Five Power Defence Arrangement exercises in South East Asia, as well as port visits to Singapore, Korea, Japan and China. By November TE KAHA and her ship's company were in Fremantle, Western Australia, conducting a Principal Warfare Officers' Sea Week and looking forward to getting home for Christmas.

The Chief of Naval Staff, Rear Admiral Peter McHaffie, decided he needed to talk to the ship's company in person. He and the Warrant Officer of the Navy, Warrant Officer Master at Arms

Mark Te Kani, flew to Australia. After briefing Commander John Martin, a 'clear lower deck' was called and the Ship's Company assembled on the flight deck.

"I remember thinking: I didn't see that coming," says CDR Stevens, who was Sub Lieutenant Vicki Rendall at the time. "We had just come down from Asia, and the talk around the ship was all about, what are you doing for Christmas. People were saying, I've booked my tramping holiday, I'm going for a roadie. And then there was that moment on the flight deck. I was shocked."

Her recollection was the message was a bit blunt in its delivery, along the lines of 'you need to get on with it'. It would later inspire an ironic ship's deployment T-Shirt that read "Last to know, first to go. Get over it", she says.

In a WON report in *Navy Today*, WOMAA Te Kani wrote how important it was to make TE KAHA's mission clear to the crew. "They were going to be part of a multi-national task force, under a Canadian Task Force Commander, purely to support Operation Enduring Freedom. The frigate is not be involved in possible military actions against Iraq."

TE KAHA would be part of Task Force 50.4, within Coalition Task Force 151, with ships from Canada, France, Italy, Greece, Japan, the Netherlands, the United Kingdom and the United States under the Command of Commodore Roger Girouard, Royal Canadian Navy.

The Task Force would patrol the Arabian Sea up into the Gulf of Oman and through the Straits of Hormuz, into the southern reaches of the Persian Gulf, looking for Taliban and Al Qaeda personnel attempting to leave Afghanistan via Pakistan and travel by sea to re-group in other parts of the Middle East. It would also monitor shipping traffic and escort

***New Zealand delivered two fine ships with energetic and professional ship's companies. Whatever your navy is doing to build ship's captains, don't stop! New Zealand and her Navy have much to be proud of in TE KAHA and TE MANA and I will be most pleased to sing their praises in person during my next call to your wonderful country.***

*Personal letter to Commodore David Ledson, Maritime Component Commander, from Commodore Roger Girouard, Commander Task Group 50.4, Royal Canadian Navy, on 19 June 2003.*



United States and coalition vessels through the Straits of Hormuz.

TE KAHA had been to the Arabian Sea and Persian Gulf before. In late 1999 the ship was part of a Multi-National Interception Force enforcing United Nations sanctions against Iraq. Frigates HMNZ Ships WELLINGTON and CANTERBURY had done the same over the last decade. But Operation Enduring Freedom included coalition forces at war in Afghanistan, targeting Al-Qaeda and the Taliban. Furthermore, a US-led invasion of Iraq was looking likely. It meant TE KAHA would be close to areas getting hot, actively searching for the enemy.

That proximity later sparked debate in Parliament. Referencing a photo in the February edition of *Navy Today*, Green Party MP Keith Locke implied that TE KAHA's escort of US coalition vessels carrying war materials was hypocritical, given that New Zealand had officially opposed the idea of invading Iraq. He was told the Maritime Interdiction Force did not differentiate between legal vessels needing protection from terrorist attack.

Today, RADM Martin says he considers the biggest challenge of the deployment was adjusting the mindset and culture of the ship's company. "I don't think you can underestimate the change to the ship's company to one that was going home, to one that was going to be on a war footing," he says. In a report after the deployment he wrote: "Foremost in my thoughts was the sustenance of fighting spirit, a level of morale capable of withstanding the requirement to deploy for longer and ready to accept casualties and if necessary, the loss of life."

The ship's expertise was high. TE KAHA had had a very good work-up result in May 2001. When the 911 attacks occurred in September, TE KAHA had come home early

from South East Asia exercises to be ready for any Government tasking.

"We knew TE KAHA would have been the first ship to go. I was always aware that New Zealand was looking at operations, and MCC (Maritime Component Commander Commodore David Ledson) was always good at communicating the sort of thinking going on. So a large part of 2001 and 2002 was maintaining that operational capability." Navies were already practising a heightened state of force protection when they visited ports, following the attack by a sea-borne improvised explosive device (IED) against USS COLE in Yemen in October 2000. "A lot of work had been done over those years, to make sure ships' companies were safe. We were always training, and the PWO Sea Week training kept us on the ball."

The ship's company had been well aware that the ship could be called forward, but RADM Martin knew the announcement would hit hard for some. "I think 20 per cent of the crew were really, really enthusiastic to go. And perhaps another 20 per cent were absolutely put out by it. There were people getting married, on courses, due to be posted off. Some had bought and paid for holidays, arranged family get-togethers. There were people who had to leave, and new people had to come on board.

"We were under no illusion. We were going into a war zone. It was interesting leadership challenge, to reach down and raise them up, and provide a pathway for them to be successful. The Maritime Component Commander had to have confidence the ship could do the job."

He says the Rules of Engagement were the most robust he had ever seen. "We had always been prepared to defend ourselves. Now, in this case, we would attack if we saw the enemy.

That's a significant change, to have orders for attack rather than defence. The NZ Government said, you can take the initiative. That required a change of thinking in the ship."

From an early stage, it was realized that the families of the sailors needed to be on board with the deployment. "MCC ran seminars for the families at Ngataranga in Devonport, explaining what the deployment meant. Parents were invited as well, and newsletters were sent to everyone. It was really cool and really helped the families."

Following a work-up by the Royal Australian Navy's Sea Training Group, TE KAHA sailed from HMAS STIRLING (Fleet Base West) on 26 November, with a ship's company of 178.

The ship entered a busy routine of patrolling the Gulf of Oman, undertaking "unopposed or compliant" boardings where the vessel's master has agreed to be boarded.

"Hands to Boarding Stations, Hands to Boarding Stations," would have been the announcement from the Officer of the Watch as TE KAHA approached a vessel of interest. CDR Stevens, as a Sub Lieutenant Officer of the Watch, wrote in *Navy Today* March 2003 that many vessels didn't respond to hails, lacking a radio and sufficient English.

"Carry on seaboat." A RHIB crew would undertake a 'Close Investigation', closing with a vessel of interest to establish particulars. Usually the investigation – after a few minutes of animated gestures and broken English – would turn into a 'Consensual Visit'. The team would interview the Master, inspect documentation, record details of the crew, cargo, last and next port of call, and take photos. Even with no issues, the boardings were useful because word would get around to other



vessel owners, perhaps giving them second thoughts about transporting illegal passengers.

The ship's Seasprite SH-2(NZ) was usually overhead, the loadmaster providing cover with a mounted M60D machine gun. Boardings could take some time, perhaps up to two hours for a larger vessel, with TE KAHA waiting between 120-150 yards away.

Escorting merchant shipping was a technical challenge in seamanship, says RADM Martin. "You're driving your ship 150 yards from extremely big, fast-moving merchant ships," he says. TE KAHA developed a routine of placing a representative on escorted vessels to improve communication. "I remember sending Sub Lieutenant Alastair McHaffie (the son of the Chief of Naval Staff) across in the middle of the night. He would go up to the bridge and explain what we were doing. The merchant ship masters were nervous, because we were really close."

Christmas at sea was one of the most memorable moments, says CDR Stevens. "The officers served food in the Junior Rates mess. People were wearing Santa hats, and we judged which mess had the best Christmas decorations. I think it must have been the communicators who got a whole bunch of shredded paper and spread it around the mess like snow."

The crew received presents from two sources: the Navy's chaplaincy service and the RSA. "Those RSA Christmas boxes turned up on board, and they had mini bottles of Watties tomato sauce in them. I remember the mess asking if people had any to spare because they had run out, but oh no!

We kept them in our coveralls. If you brought it to the table it was gone."

On Year's Eve, as per naval tradition, the ship's bell was rung to "ring out the old, ring in the new." Sixteen boxes of mail arrived on New Year's Day.

The mission continued through January and into February, with TE KAHA setting records for boardings among the ships in TG 50.4. According to *Navy Today*, from 14 December to 25 February, TE KAHA made 970 hails and 72 close inspections, resulting in 36 boardings. In February, TE KAHA accounted for 42 percent of Task Force boardings.

"To see HMNZS TE MANA on the horizon was a beautiful sight for us," wrote CDR Stevens in *Navy Today*. The two frigates proceeded to Bahrain for a handover, with TE MANA continuing the work from March to June – with the P-3 Orion operating as a surveillance asset.

TE KAHA arrived back at Devonport Naval Base on 27 March 2003.

A later letter from CDRE Girouard praised the ship as a "tremendously capable participant, effective, well-led and engaged".

In a lessons learned report, RADM Martin said the operation proved that RNZN frigates were quite capable of conducting sustained operations over a variety of tasks and areas, redeploying with little difficulty.

"We took a ship about to go on Christmas leave onto a war footing. How much harder that would have been had we not been constantly preparing for two or three years before. It means with current navy training, every bit of training is important. You're paying it forward, in the event we have to go and do something."

RADM Martin was often interviewed, and he remembers telling TV presenter Paul Holmes, "I don't think New Zealand truly understands just how good its sailors are. How good the men and women of TE KAHA are. They were the All Blacks on that mission. Their efforts were second to none."





# KEEPING THE CONNECTION

The newest Commanding Officer of reserve unit HMNZS OLPHERT says it's the camaraderie and the people that keep him firmly connected with the Navy, alongside his civilian job as an Air Traffic Controller in Wellington.

Lieutenant Commander Rob Shanks RNZNR took command of OLPHERT, the Wellington division of the Royal New Zealand Navy Volunteer Reserve, at the unit's end of year parade and prize giving in Petone on 14 December.

He takes over from Lieutenant Commander Kerry Moloney VRD RNZNVR, who had held the role since June 2018.

LTCDR Shanks originally joined the New Zealand Army in 2004, influenced by family connections to the Army and Air Force. On nearing the end of his study in infrastructure and property management, unfortunately the chances of becoming an Army engineer were limited at the time. A chance encounter with Commander Rob Skinner, head of the then RNZN Construction Engineer branch, saw him transfer to the Navy in 2006 to join the branch.

"That trade's been disestablished now, it's more of a civilian role. There were about 12 of us and we worked not only in Devonport but all over the country in tri-service roles."

That included some very large infrastructure projects at bases around New Zealand, and a deployment to Afghanistan in 2010 as a Lieutenant and second-in-command of the Development Group in the Provincial Reconstruction Team.

"That's one of the reasons I joined, to deploy overseas. It was a great experience, and I was proud of the work we did in country. We actively worked to improve infrastructure in Bamyán and the lives of the people there."

He left the Navy in 2011 to work as an Air Traffic Controller, transferring to the Naval Reserve, and has been based at HMNZS PEGASUS (Christchurch) and OLPHERT depending on his ATC training and studies – which includes a Masters of Aviation from Massey University. He has been Executive Officer of OLPHERT for two years.

He says the increasing flexibility of the Reserves would probably surprise some people. "It can seem like the Reserves are quite structured – meeting on Wednesday nights, conducting some weekend training.

But it's becoming more flexible, with people working remotely, conducting quite a variety of projects. We want to grow that."

OLPHERT is a small team, with around 20 to 25 regular personnel every week, but the unit in Petone has a busy vibe. "There's two full-time OLPHERT staff. A sizeable detachment of Defence recruiters who conduct their business there day-to-day, and that fits in really well. Defence House personnel often use the premises, and we have video-conferencing facilities.

"This year, we're looking at a lot more community engagement, something we couldn't do under COVID. We're going to be getting out there, engaging with cadets, with Councils, and we want to get more ex-regular force people engaged. For me, it's about the people, coming in and contributing, and it always amazes me the breadth of skills they bring."

*Above: Outgoing HMNZS OLPHERT Commanding Officer LTCDR Kerry Moloney VRD RNZNVR (right) hands OLPHERT's Symbol of Command - a stone mere named Tohoraha Olphert o-Whanganui-a tara - to new Commanding Officer LTCDR Rob Shanks RNZNR.*



# MAKING SPACE FOR THE NEXT PERSON

A Change of Command ceremony passes on the responsibility, but it shouldn't pass on the accumulated burdens of the last command.

That's the reasoning behind a tikanga enacted at recent Naval Change of Commands. It was done for the first time at the Deputy Chief of Navy Change of Command from Commodores Melissa Ross to Andrew Brown on 30 November, with Māori Cultural Adviser (Navy) Warrant Officer Seaman Combat Specialist Ngahiwi Walker saying a karakia as the Symbol of Command was passed to CDRE Brown.

It was later enacted for the exchange of Symbols of Command for HMNZS TAUPO, HMNZS MANAWANUI, HMNZS TE MANA and Wellington Reserve Unit HMNZS OLPHERT.

WOSCS Walker says this is normal tikanga when handing over an object of considerable significance, from one to another.

"This is particularly so if it's from male to female or vice versa, between mana wahine (female essence) and mana tane (male essence)," he says.

"At command level, leadership comes with huge challenges, both good and not so. To hand this tohu rangatira on without shifting mauri and creating space for the next person means that all these burdens are being passed as well. The last thing we want is for the Symbol of Command to weigh a ton for its recipient when they have only just started their tenure.

So the karakia/takutaku creates spiritual space so that the incoming person has room to instill the values and identity of not only themselves but for the ship's company as well."

During the OLPHERT Change of Command, Chief of Navy Rear Admiral David Proctor explained the concept to the attendees. "It packages up the bad things, protects the good things that have happened, and leaves space for the incoming Commanding Officer."

*Photo: Māori Cultural Adviser WOSCS Ngahiwi Walker (right) performs tikanga on HMNZS WELLINGTON's Symbol of Command.*

# GETTING INNOVATIVE

Each month *Navy Today* celebrates new ideas across the Navy, and how the Defence Excellence (Dx) team makes them a reality. This month: Frylow.

Whether you're on base or at sea, fried food is a crowd-pleaser. But it could be healthier, prompting the Defence Excellence team to trial a photo-catalytic device for the Defence Force's deep fryers.

When cooking oil is heated, the oil molecules lose electrons in a natural process called oxidation. Frylow is a small set of ceramic tiles, inserted in a cage into the cooking oil, which replenishes the oil with electrons by reflecting UV light. The degradation of the oil is slowed down, extending the life of the fry oil, and – because the oil is performing better – it doesn't need to penetrate the food as much to be effective.

Lieutenant Tim Aldridge RNZN, Innovation Manager (Maritime), says the technology means you can double the lifetime of the oil in the fryer.

“The idea came to us from the Royal Australian Navy, but it's often used on cruise ships. The food ends up being healthier, because the oil penetrates less.”

The technology has been trialled since June last year and the feedback from the Vince McGlone Galley has been positive. “Fries were something you could only prepare so many of, because if you prepared too many they'd get soggy before they got eaten. Now, with this technology, they can prepare more fries, which are just as crispy but don't get soggy.”

He says a galley can make savings in oil, because it lasts longer, or use the savings to purchase higher quality, more expensive oil.

The new technology, also being trialled in the wardroom and on a ship, will eventually be rolled out across the other services.



# NZDF MEDICAL TEAM AT IRONMAN

The recent 38<sup>th</sup> annual Taupō Ironman event gave an NZDF medical team the opportunity to use their skills in a real-life situation.

The Deployable Health Organisation contributed Regular Force and Reservist doctors, nurses and medics to help with the treatment of patients at the event. The conditions treated ranged from trauma and fatigue to gastro-intestinal conditions, cardiac and respiratory conditions.

The Northern Health Support Squadron is a unit under the Deployable Health Organisation (Joint Support Group), based within Devonport Naval Base. It combines both a Regular Force and Territorial Force (Army) element.

Lieutenant Commander Sarah Taylor, Officer Commanding Northern Health Support Squadron, said the opportunity to help at the event was valuable as the injuries and medical conditions expected to be seen were hard to simulate using training aids.

The unit also allowed for greater engagement between Regular and Reservist medical staff, and for staff to work alongside clinical experts.

A total of 36 patients were treated, with two of these patients requiring higher medical aid and subsequently referred on to hospital. The majority of medical care was relatively minor and predominantly related to the effects of dehydration and fatigue.

The 37-strong Defence team included logisticians, a command element and chefs.

LTCDR Taylor said Iron Man has requested NZDF support for 28 years, and today the event provides the biggest exercise specifically for the NZDF Reservist Medical team. "The Northern Health Support Squadron (NHSS) Valkyrie Troop use it as an opportunity to put their significant training programme to use by supporting real patients. It is also a great opportunity for the collective team of NHSS to work together.

"Due to specific nature of being a territorial force, often when they have parades and exercises they are completed after hours or in the weekends, where the RF team may be required for other duties. By programming this into the entire unit's training programme we get to prove our synergy as one team, while also providing opportunities for TF from other units to play an active role."

She said the Squadron was in a fortunate situation with Navy and Army health professionals working together daily.

"There is great benefit in understanding other service dynamics and processes,"

she says. "A posting to NHSS means that personnel here can be assured to complete tasks for either service – a deployment on a ship supporting the medic on board, assisting Recruit or Officer Courses, completing Maritime health outputs within the Northern Region, or supplementing tasks for Army within the same confines.

"We open those tasks up to either Army or Navy and the only proviso is that the person has to hold the appropriate qualifications – usually prerequisites to achieve when posted to NHSS, such as basic mariner training."

*Below: CPL Georgina Laery, the senior Combat Medical Technician on duty.*

*Opposite page, above: LT Nick Hill carries out an examination of a cyclist brought in with heart irregularity, using portable ultrasound connected to mobile phone.*

*Opposite, below: LMED Sam Ley, a Defence Medical Treatment qualified medic supporting the triage and treatment of patients, shown here receiving training in the portable lab facility.*





# Navy Watch on the Fishing Fleets

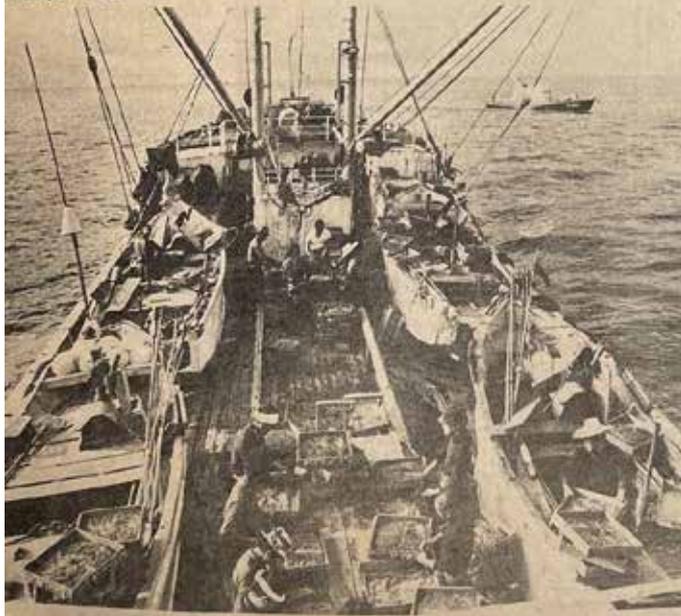
Fishery protection launches of the Royal New Zealand Navy have one major purpose — to see that restrictions imposed on trawlers and other vessels fishing in New Zealand waters are observed. Under a New Zealand-Japan agreement, 17 Japanese long-line snapper fishing boats are permitted to fish between the six and 12-mile limits, and the navy launches' work naturally includes keeping a watch to see that the long-liners keep to their bargain. Pictures on these pages were taken by Wellington Staff Photographer BARRY DURRANT during a patrol by the fishery protection launches Haku and Kahawai out of Tauranga.



One of New Zealand's four naval fisheries protection vessels, HMNZS Haku. Their armament: Three .303s and the skipper's pistol. They have something like 2000 miles of coastline to patrol, but with the help of other naval vessels, the Air Force, other New Zealand fishermen and the Police Department, seem to do extremely well. Top speed is 11.5 knots but they normally patrol at 10.5 knots.



The Haku, neat and trim, approaches the 453-ton long-line snapper boat, Nanayo Maru.



Left: The Japanese on the forward deck baiting 16,000 hooks with squid from Hokkaido for the next day's snapper catch. There are 100 hooks to a line and each of the four dories on deck sets 40 lines. The fishermen work a minimum 15-hour day.



Above: The sign in Japanese reads: "Collect your gear and move out beyond the 12-mile limit." This is one method of communication at sea between infringing vessels and fishery protection launches. Sub-Lt Brian Petley (left), commander of the 72-foot HMNZS Haku, holds the sign with his coxswain, Petty Officer D. G. Stehr.

# Fisheries protection and more in the 1950's, 60's and 70's

From the mid-1950s to late 1970s 400-ton Japanese long-liners would work New Zealand's coastline. Keeping them honest fell in large part to four RNZN Seaward Defence Motor Launches (SDML) of the fisheries protection squadron. Former Commanding Officer Brian Petley relates his adventures.

In 1943 and 1944, 15 Harbour Defence Motor Launches were shipped to New Zealand and by the 1950s the Navy had the largest active fleet of MLs still in existence. A generation of officers and sailors were acquainted with them, and probably two generations of reservists.

Reclassified as Seaward Defence Motor Launches after the war, they were attractive boats and quite seaworthy, sporting a signature black hull, white stripe and grey superstructure and radar by the 1960s (except for the two white survey motor launches TARAPUNGA AND TAKAPU). They started out as a Lieutenant's drive but fairly rapidly became a Sub Lieutenant's drive. Oh, so young to have an independent command!

The squadron's four SDMLs were HMNZ Ships HAKU, KAHAWAI, MARORO and MAKO, although a reservist motor launch could be swapped in. There was a comfortable cabin aft for the skipper, (right above the propellers which meant not much sleep while underway) and a two-berth cabin for the Petty Officer Cox'n and Petty Officer Stoker. Crew mess was forward for two able seamen, two stokers, one radio operator and one electrician. Not much sleep there either, with the bow usually pitching up and down in the swell, but we were all young and pretty much invincible.

We had a small galley with a one-ton cast iron diesel-fired stove (another story on its own!), and small, well-appointed wheelhouse/chartroom.

Everything was very basic but worked well (most of the time). The ships had been re-engined with six-cylinder marinised Foden bus engines, very reliable, and two had 12 cylinder Fodens for an extra one knot of speed and nearly double the fuel consumption. Being twin screw, they were easy to drive and a dream to manoeuvre, with very responsive hydraulic gearboxes and hydraulic steering.

For a three or four week fisheries patrol the Cox'n, being in charge of victualling, would supervise loading stores. I would grab some money and pay from HMNZS PHILOMEL, the latest crypto cards (classified cards to exchange classified information), then away we would go. It was always nice to escape from the naval base, and things were pretty informal onboard when on patrol. I would always do the first and morning watch, and bounce down into the crew mess at 0700 inquiring what was for breakfast. Usually I was greeted with a muffled voice from under a cover, "get your f--- own....sir". Somehow the "sir" always seemed to be an afterthought. I rapidly learned to live on two Weetbix slapped together with honey – fast, filling and nutritious.

The food was usually pretty good and depended to a large extent on the Cox'n who would crack the whip.

We were more or less left to our own devices. If you spent too much time in harbour there would be an inquiry from the Staff Officer Operations asking why you were not at sea on patrol. A couple of crayfish delivered to SOO on return to Auckland would make up for many minor transgressions.

We suspected the Japanese longliners had a radar detection receiver and were aware of our proximity. To counter it I would make sure the Cox'n had the boat a couple of miles off the beach at the end of his middle watch. I would move inshore until I could hear the waves breaking on the beach, then switch the radar off and navigate by the sound of the surf. We would creep along aiming to be off a river mouth (where the fishing was best) by sunrise. It was a bit like the cat stalking a mouse.

Near Whakatāne, we caught three dories (small shallow draft boats) pulling in their lines and preparing to rejoin their mother ship 12 miles out.

"GOTCHA!" We did a quick round up and navigation fixes (they were only a mile off the beach and in clear violation) and towed them into Whakatane to be placed under arrest.



The poor mother ship anchored off the entrance some hours later. We waited two days while the Magistrate got his act together and subsequently fined the Japanese captain \$10,000 and expelled the boat from NZ waters!

The Captain pleaded poverty and said he couldn't pay the fine. So the good people of Whakatāne, feeling sorry for the destitute fishermen being pushed around by the Navy, did a quick whip round and paid the fine for him.

Six months later I met the same Captain in a different (and legal) vessel in Golden Bay, transferring his catch to a cargo ship. He recognised me straight away and with a cheesy grin held up a large tuna and a bottle of sake. Such are the spoils of war.

We also had to police the local fishermen who were a pretty cantankerous lot and did not appreciate the government's interference in their operations. We would lift their crayfish pots to check for size, and always leave a bottle of beer or two for any crayfish taken out. They knew the Navy had been around and doing their job.

We would frequently anchor at Mayor Island to cook up a good hot meal and, if staying overnight, visit the big game fishing club, where we all drank Bacardi and coke by the jug! We'd have six hours uninterrupted sleep, then off again at about 4am for another round of the Bay of Plenty.

When the P-3 Orion aircraft was introduced in the mid-1960s it added another arm to the foreign fishing issue. A wonderful aircraft, it really came into its own patrolling the 200-mile Exclusive Economic Zone from the 1970s. Unlike us, the aircrew had a nice bar and a warm bed to go home to after a day's work. The P-3 was great for surveillance but only the Navy could do enforcement and boardings.

There was plenty of other work for the boats. Once it was Department of Conservation counting tuatara lizards on Cuvier and the Mercury islands (a navigation nightmare), another time with Victoria University volcanologists surveying the crater on White Island. We took journalists to sea, escorted the Royal Yacht into Auckland, did Waitangi day transport, port visits

all over New Zealand, acted as the loyal opposition during fleet exercises and conducted search and rescue. The list goes on.

We had our share of mishaps. Three days after taking command we put HMNZS HAKU on the Wairoa Bar (see *Navy Today* December 2022). We lost five feet of the starboard bow rub rail in a gale off Kaikoura, and hit a log in the South Taranaki bight one wild night, bending a propeller shaft, which caused us to limp into Wellington on one engine and spend four days on the Evans Bay slip.

After 11 months I had to return to the real Navy at the end of 1970, spending most of the next 15 years in the ops room of various frigates, both Royal Navy and Royal New Zealand Navy.



MANATŪ KAUPAPA  
WAONGA  
NEW ZEALAND  
MINISTRY OF DEFENCE



TE OPE KĀTUA O AOTEAROA  
DEFENCE FORCE

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Our personnel, Defence Force organisations and partners, and Defence Advisers in New Zealand and overseas will continue to receive hard copies.



# Tohu Awards

2023

# Tohu Awards

Nominations now open

The Tohu Awards recognise members of our NZDF Reserve Force, Cadet Force, Youth Development Unit, and the organisations who support them. Nominations are now open in the following categories:

- Reservist of the Year
- Reservist Employer of the Year
- New Zealand Cadet Force Officer Employer of the Year
- Limited Service Volunteers (LSV) Employer Recognition Award
- Outstanding Contribution to the the Limited Service Volunteers (LSV) Programme

Nomination forms can be requested from [secretariat@desc.govt.nz](mailto:secretariat@desc.govt.nz)

Send your completed nomination form through your Chain of Command and cc [secretariat@desc.govt.nz](mailto:secretariat@desc.govt.nz) by **01 May 2023**.

For any queries contact [secretariat@desc.govt.nz](mailto:secretariat@desc.govt.nz)



2022 Tohu Awards. Left to Right: Bevan Killick, Chair of the DESC, Air Marshal Kevin Short, Chief of Defence Force, Lance Corporal Jason Hart, 2022 Reservist of the Year and Hon Peeni Henare, Minister of Defence



## OPERATION GRAPPLE VETERANS

Calling all Operation Grapple veterans, who served in HMNZS Pukaki or Rotoiti during 1957-58 at the British Nuclear Bomb tests to contact Gerry Wright at [gerrywright@xtra.co.nz](mailto:gerrywright@xtra.co.nz)

Gerry is planning a newsletter for all veterans.

## NZDF HEALTH 0800 NUMBER

0800 268 437

NZDF now have an 0800 Health number which will connect you with any DHC. Simply dial the number and follow the voice prompts to be connected to your DHC.

# 15 ROUNDS

## COMMANDER YVONNE GRAY



01

**Job title and description:**

Commanding Officer, HMNZS MANAWANUI

02

**Date joined:**

1 October 2012 although I joined the Royal Navy on 28 April 1993.

03

**First ship posted to:**

My first RNZN ship was HMNZS TE MANA and my first RN ship was HMS INVINCIBLE.

04

**Best deployment(s):**

Conducting an anti-narcotics patrol in the Caribbean takes some beating in terms of professional satisfaction plus the runs ashore weren't too bad either!

05

**Hometown:**

I was born in Harrogate in Yorkshire but I moved away when I was 18. Since then, I went to College in Ambleside in Cumbria, I joined the RN in Dartmouth and I've lived in Plymouth, Rosyth, Faslane, Portsmouth, Sydney and Birkenhead & Devonport in Auckland.

06

**High school**

Harrogate Granby High

07

**Favourite movie:**

I've narrowed it down to three; 'The Cruel Sea' for the reality of war at sea, 'Priscilla Queen of the Desert' for a bit of camp in the Australian outback and 'Hunt for the Wilderpeople' for classic kiwi humour.



08

**Favourite album:**

AM by the Arctic Monkeys. Not only a great band but from Yorkshire too.



09

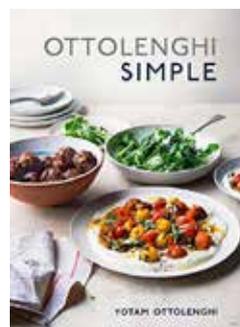
**Favourite song:**

Welcome Home by Dave Dobbyn because it touches my heart on so many levels.

10

**Favourite book:**

We have a lot of books, probably too many, so it's difficult to choose a favourite but I love a good cook book and 'Simple' by Yotam Ottolenghi is a fave.



11

**Favourite holiday destination:**

Anywhere in our campervan.

12

**Outside of work, what's something you enjoy doing?**

Exploring NZ with my wife and dog (a Border Terrier called Dennis) in our campervan. We had a 1969 VW Kombi for six years and it was a fantastic van but we never knew whether we would reach our destination or not. After circumnavigating the roads of Australia in 2020 & 2021, we brought back our 6.2m Fiat Ducato; the ensuite shower and toilet are pure luxury!

13

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

I played cricket for Yorkshire.

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**A valuable life/Navy lesson for me is?**

My Mum, right from when my brother and I were kids, always advised us to 'be happy', my definition of this is to try and make life choices which align with my values and (generally) make me happy. It was why I chose to leave the RNZN in 2019 and why I chose to re-join in 2022.

15

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

I can't believe I'm being paid to do this\* (\*in relation to those awesome days at sea).

# CONDUCT AFTER CAPTURE INSTRUCTOR SELECTION



CAC is a tri-service capability and we are looking for uniformed personnel that would like to train our people through creating realistic captivity scenarios.

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**24-31  
MARCH  
2023**

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