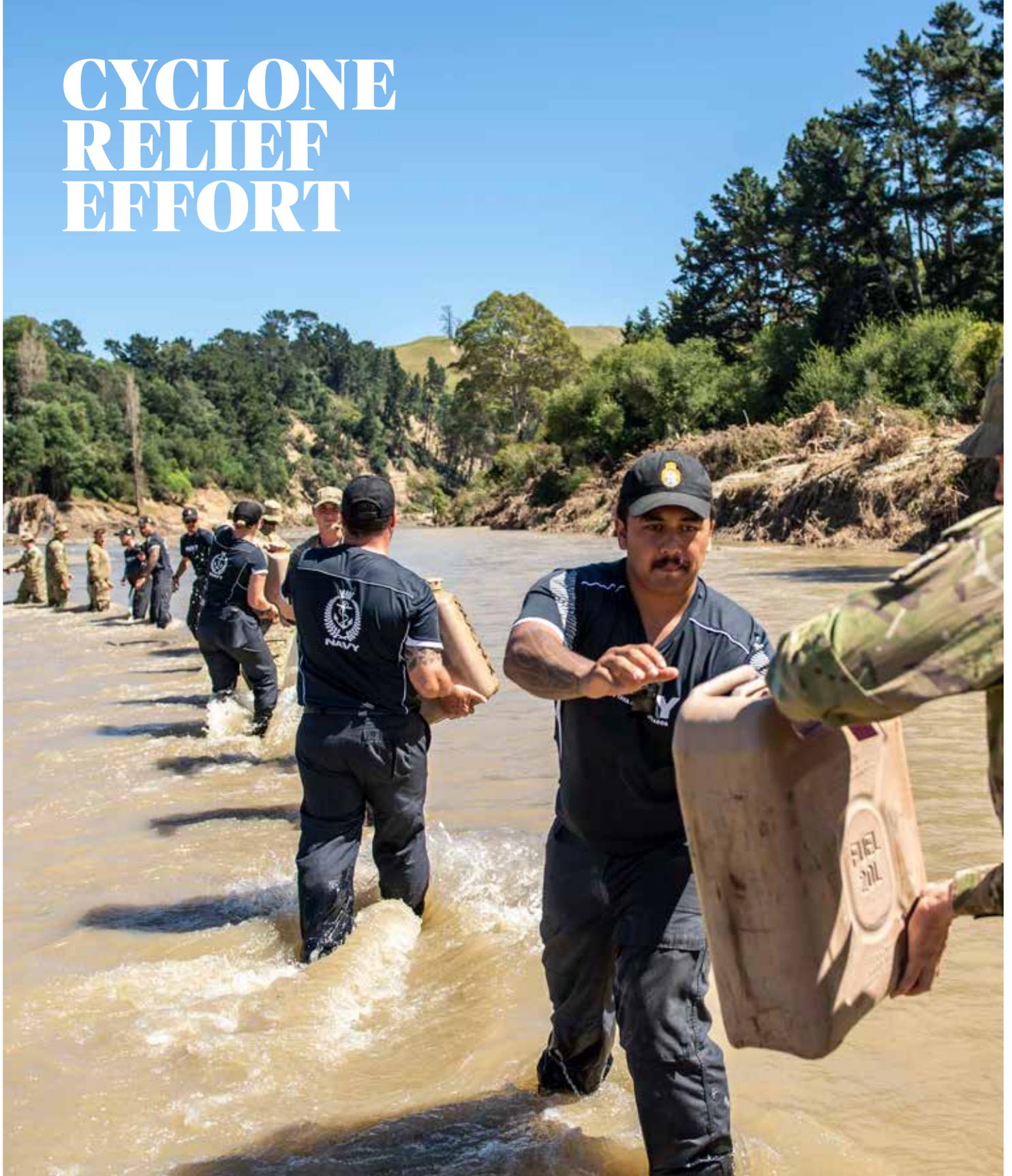


NAVY T O D A Y

KERMADEC
MISSION
DRUG
SEIZURE
ON STAGE AT
TE MATATINI

CYCLONE RELIEF EFFORT



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“We’re giving support to communities that cannot be reached by road at the moment because of the road closures, but we can reach them by sea. We’ve seen people in good spirits, but obviously in need of a bit of help.”

- CDR Yvonne Gray, Commanding Officer
HMNZS MANAWANUI



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

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Front Cover:
HMNZS TE MANA sailors help NZ Army personnel deliver jerry cans of fuel to the cut-off community of Dartmoor in Hawke's Bay.

Photographer:
SGT Vanessa Parker



NZNavY navy.mil.nz



NZDefenceForce



Yours Aye

Commodore Karl Woodhead
Chief of Defence Strategy Management



Tena koutou i nga ahuatanga o te wa.

It is my pleasure to be the guest writer for *Navy Today* this month.

As Chief of Defence Strategy Management (CDSM) I lead a diverse and capable team that has a broad brief. I'm a member of the NZDF Executive Committee, reporting directly to the Chief of Defence Force, and I'm on numerous other boards. At DSM we help the NZDF to manage the big risks and exciting opportunities we face, we help decision-making over short and long-term strategic choices, we work on developing the future force, and we assist with allocating the NZDF's budget. Essentially, DSM provides direction to the running and future of the business – your business.

We keep a sharp focus on the frontline as we do so. I see you, our sailors, alongside our soldiers and aviators, doing the mahi during Operation Awhina in response to Cyclone Gabrielle across the North Island. Your operational response to climate change events – while DSM focuses on our strategic response – is certainly showcasing the value the Navy, and the Defence Force, brings to the nation.

The concept of 'value' is something DSM is exploring right now, in support of a Navy initiative to improve our korero on this really important subject. It's easy to see Defence as simply something that costs money. Training a sailor costs a certain amount. But what is a sailor in a ship worth? What is the value of a trained, professional sailor to New Zealand society? What dollar return does a frigate deliver to New Zealand? You, the sailor, inherently know the 'what' and the 'why', and the fact that the Navy advances New Zealand's interests from the sea; we just need to be better at helping others to get their heads and hands around it.

Our project is looking at translating what you do with your equipment to put an economic value on the Navy, and determine the economic return for New Zealand. We argue that if we invest in you, this capability, this training, the country gets a fantastic return on its investment. We will aim to use this work to create a model for all of the Defence Force. It could guide the really big decisions, such as the Government's choices about defence policy.

It's exciting and incredibly satisfying work because if we can measure these investments, and their return, we can use this to advance our arguments for funding based on your value. We acknowledge we have fallen behind on remuneration. But if we can show what dollar value we provide, we show we're worth investing in.

We need this and other measurable data because we have to make some really hard, really difficult trade-off decisions. It's just like trying to balance the family budget, when the cost of living is going up and we haven't been able to keep up with price increases. Do you maintain the car? Do you spend money on the kids' sports kit? How much on food? How much do we give each member of the whānau?

You can ask the family (bottom-up demand), and you can start at the top, determining the priorities and value, testing it to see if it makes sense. That's what we're doing, as we prioritise over \$3 billion of annual operating expenses. The number one priority, assuredly, is people, but with a really tight budget there is only so much to go around, and so we are trying to stretch it and apply it in the best ways possible.

Pulse Surveys show that we as senior leaders haven't always made you aware of what we are doing for you. The Executive team, and the next levels down, are absolutely committed to helping you perform as well as you can under really tight constraints. We're constantly concerned about the welfare of our people, about sustaining the work force, and presenting our requirements to Government. It keeps us awake at night. New Zealand is a country with so many big challenges and we are advocating and fighting your corner. We could always be better at communicating that, but there is no lack of effort to try and make things work as well as we can.

In such a time as this, it's a challenge for all levels, from ABs upwards, to lead with authenticity; we can't pretend that things are anything but tough. We recognise the situation we are in and call it for what it is. We're all feeling it. But there's always a future. There's always a tomorrow. It's our collective job to lead with realism but with a sense of optimism too.

The DSM team, like so many others, is working to ensure that every one of you can do your best for the Navy, for the NZDF, and for the Nation. We will, alongside you, work on stabilising the ship, advocating for what we need to keep us going today, so that we will definitely have a tomorrow to look forward to. And let's not forget, as Operation Awhina has shown, that we still have what it takes to deliver today. That is highly valued.

CYCLONE GABRIELLE RELIEF

Photos: PO Chris Weissenborn and SGT Vanessa Parker



A large grey naval ship is docked at a pier. The ship has a complex superstructure with various antennas, radar domes, and equipment. Crew members are visible on the deck and in the open hatchway. The ship is moored at a concrete pier with yellow painted lines. The sky is a pale, hazy blue, suggesting a clear day.

TE MANA GOES HANDS-ON TO HELP THE COMMUNITY

Sailors a welcome sight again in
devastated Hawke's Bay.





HMNZS TE MANA was tasked to Napier on a supply mission, but the ship's company showed that humanitarian relief is more than just goods and stores.

The crew of frigate HMNZS Te Mana were spread across Hawke's Bay, lending a hand to locals trying to clear damaged streets and houses and providing extra muscle to NZ Army task units.

The ship arrived in Napier on Friday 17 February, unloading 26 tonnes of relief aid, food, water, fuel, clothing and electrical generators.

Up to the ship's departure on 21 February, around 130 crew members at a time were conducting humanitarian tasks, coordinated through the Emergency Operations Centre based in Napier City Council.

Their service powerfully reflects the Navy's assistance to Napier in the same month 92 years ago, when HMS Veronica provided personnel ashore to assist a city devastated by the 1931 earthquake.



Ironically TE MANA was due in Napier over that weekend for the Art Deco Festival, along with HMNZS TAUPO, to commemorate it.

TE MANA's Executive Officer, LTCDR Nick Foster, said TE MANA was effectively a people power resource, ready to get out and assist as requested by the Emergency Operations Centre based in Napier City Council.

The teams helped clear streets and houses in Havelock North of wrecked possessions, helping homeowners carry heavy items to the sidewalk and clearing sludge and mud from homes. Members of the crew even helped rescue a cow that had been trapped in the mud (see page 9).

Elsewhere, the ship's seaboats were used to remove floating logs from the Napier port. The ship's hydrographer assisted the Harbour master to survey a sand bar and damaged navigation marks, using a drone to assess a

nearby beach. Several crew members helped to prepare meals at a local food centre, and others supported the logistical side of the cargo TE MANA delivered. Personnel fronted at a local soup kitchen providing meals to displaced people, giving the exhausted volunteers a chance to take a break.

To the west of Napier, crew members were attached to NZ Army task units attempting to reach cut-off communities.

Major Timothy Cocks, Royal New Zealand Army Logistics Regiment, said when they realised their task unit was facing a river crossing with jerry can fuel supplies, they asked for TE MANA personnel to make up the numbers.

Working with 2 Engineer Regiment, 2nd Combat Service Support Battalion and 5/7 RNZIR Army Reserve soldiers, the sailors were part of a human supply chain delivering fuel to the Dartmoor community.

LTCDR Foster, who was part of the Haiti earthquake response in 2010 while on exchange with the Canadian Navy, drew some parallels to that disaster. "The strange thing is that you can get some streets absolutely decimated and the next street over everything is fine.

"The ship's company were queuing up to get out there and help. We've had everybody out in stages, except for the ship's duty watch. We're a warship, but we can re-role into 160 able-bodied people that can get things done."

TE MANA TEAM RESCUE STEER

A team effort of HMNZS TE MANA sailors and locals managed to extract an exhausted steer trapped in shoulder-deep mud on the outskirts of Napier.

The Navy personnel had been helping an elderly couple with clearing debris when a local arrived, asking for help. He had spotted a cow trapped in mud near State Highway 50.

Lieutenant Matthew Barnett, the ship's Principal Warfare Officer, said he and six other sailors went with the local to discover the animal upright but completely immobilised in silt.

"There was no-one else there, just us," he said. "We didn't want to spook the animal, as it would have got stuck deeper. It was already up to its shoulders, it was really deep."

They were joined by locals, who found pieces of wood and pallets for the rescuers to stand on. "We were sinking as well," says LT Barnett. "A guy came by with his digger and tried to get down, but the silt was too soft. Then some others came, and they had a lifting-type strop."

Eventually there were 20 people, digging around the cow. "We used the timber and points to stand on. That was definitely the hardest part, not getting stuck ourselves. We managed to get the strop around the cow and pulled."

The cow (which turned out to be a steer) slid out to claps and cheers. "It was really tired, it just lay on its side for 15 minutes. It had taken us about an hour and a half from start to finish to free it. Then it recovered and got up. Eventually the farmer came by with his dog and thanked everyone."

The farmer later posted on the NZ Farmer Facebook Group, thanking everyone for their efforts. She said they had searched the river looking for their cattle but had missed this one.

LT Barnett said the days were hectic. "So many places are absolutely devastated," he said. "There was nothing habitable where we were that day. So many people have been coming to help from outside Napier."

He said the public have really appreciated seeing the Navy out helping. "They're always offering to feed you, give you water. They're happy to see people out there, getting involved."

A photo of the rescue, posted on social media, prompted veterinarian Dr Wayne Ricketts, the National Animal Welfare Coordinator for the Ministry for Primary Industries, to contact TE MANA and express his thanks for a job well done.



TE MANA RESCUES SAILOR ADRIFT IN STORM

As Cyclone Gabrielle began to make its presence felt in Northland, HMNZS TE MANA pushed through heavy seas to reach a lone sailor in distress.

TE MANA deployed into the Hauraki Gulf on Monday 13 February as part of a search and rescue mission for the catamaran yacht. Its anchor cable had snapped, and the yacht had grounded in Port Fitzroy,

Great Barrier Island. Strong winds then caused it to drift out to sea.

Police had attempted to rescue the sailor in the police launch after he had issued a Mayday call, but conditions were too severe, forcing it to turn back. Helicopters reached the vessel but could not attempt a winch.

HMNZS TE MANA was brought into the search that evening, and, after searching for the vessel overnight, TE MANA received new details about the location of the vessel after an emergency locator beacon was activated.

Arriving at the stricken yacht, TE MANA's team had to circle the vessel, waiting for the weather

conditions to allow a Rigid Inflatable Hull (RHIB) seaboot and four crew to attempt a rescue. The sailor, wearing a life jacket, left his vessel and was plucked from the sea by two Navy divers on board the RHIB.

The Northland Rescue Helicopter was also on the scene and provided overwatch for the safety of all involved.

Maritime Component Commander Commodore Garin Golding said sea conditions had been challenging and everyone involved was pleased the person was safely on board the ship.

The sailor was disembarked at Devonport Naval Base.





Photos: SLT Shannon Williams



Photos: PO Chris Weissenborn, Elliot Lim



MANAWANUI DELIVERS TO CUT- OFF EAST COAST

HMNZS MANAWANUI, the first ship to depart Devonport with relief aid, focused on Gisborne and the communities to the north.



MANAWANUI, with a crew of 50 plus 28 extra personnel, departed Auckland on Wednesday 15 February with 5,000 one-litre bottles of water and 20 empty 1,000-litre containers, to be filled enroute with fresh water generated by the ship. It also carried three tonnes of frozen produce, sanitary items, portable toilets and PPE.

Tokomaru Bay on the East Coast was visited on MANAWANUI's leg to Gisborne and again going north, owing to the community's willingness to distribute supplies to other settlements.

Sub Lieutenant Cat Berry, the Ship's Information Officer, said at Tokomaru Bay a local boat came out to meet them. "They were really grateful for whatever we could give them," she said. "Our shore party told me there was a lot of good Kiwi spirit going on; just doing the best they could with what they had."

Using the local boat and one of MANAWANUI's Rigid Hulled Inflatable boats, the crew transferred 1,600 litres of water, one tonne of frozen food, 140 loaves of bread and 120 litres of diesel.

The locals said they would distribute some of the supplies to smaller communities that could only be accessed by 4x4 vehicles.

"They told us they had an air drop of stores, as did Tolaga Bay, but Waipiro and Te Puia Springs had been inaccessible and were running low on food and diesel."

As a consequence the ship went to Waipiro and launched a RHIB and zodiac boats.

"A shore party got ashore with the RHIB and were able to get more information from the people there. They were also in good spirits. Unfortunately we weren't able to transfer any stores as the surf conditions made it unsafe to do so."

The ship was helped in its role with a team of divers and hydrographers from HMNZS MATATAUA on board. Commander Yvonne Gray, Commanding Officer, said they could provide an assessment of beaches and ports before supplies were offloaded.

"They have the capability to do Rapid Environmental Assessments, to make sure the ship can get into a particular port, or it could be the safety of my RHIBs getting onto a beach or into a port to deliver aid."

Food, water, clothing, tents, sleeping bags, generators and diesel were offloaded in Gisborne.

In Gisborne, Able Medic Kurt Neustroski went ashore to help deliver aid and equipment, then met his parents at the police station. "It was good to see they were all well, and good to see the community looking after each other."

After offloading in Gisborne MANAWANUI revisited the East Coast. At Anaura Bay the ship delivered water, food, newspapers and sanitary products.



STATISTICS:

6 East Cape communities visited

3 Boat moves

DELIVERED:

 3000 litres of bottled water

 421 loaves of bread

 2.5 tonnes of meat

 0.5 tonnes of vegetables and fruit

 940 litres of fuel

 126,000 litres of ship-generated (non-certified) water

 3 tonnes of general relief stores

In Tokomaru Bay the ship delivered a generator, food, newspapers, bottled water, and 440 litres of diesel. Waipiro Bay was revisited successfully with a delivery of bottled water and newspapers.

As well as supplies, the visits were about talking to locals, making sure communities were coping.

Sub Lieutenant Zane McEntee said people seemed to be in good spirits on the East Coast, but there were things they were running short on.

“They’ve gone through this stuff before, they are aware of it and how to handle it. However there’s some important stores, such as food, water and diesel for generators, especially for areas such as Te Puia Springs, which has been cut off from power. Those are the three main stores we’re finding people are in need of at the moment, but other than that these people are in high spirits and do know how to respond to this sort of thing.”

The ship also called into Napier during the relief effort to collect Red Cross and Ngāi Tahu items delivered by HMNZS CANTERBURY for the East Coast. “Our mission is to continue to support the Gisborne region, giving support to communities that cannot be reached by road at the moment because of the road closures, but we can reach them by sea,” said CDR Gray.



HMNZS CANTERBURY RETURNS FROM THE SOUTH

HMNZS CANTERBURY was only in its first week of a two-week mission to the Sub Antarctic Islands when the ship was recalled to assist in Cyclone Gabrielle relief operations.

Photos: PO Chris Weissenborn





The multi-role vessel had started its support of scientific and conservation tasks at Campbell Island, involving Department of Conservation, MetService and the Sir Peter Blake Trust.

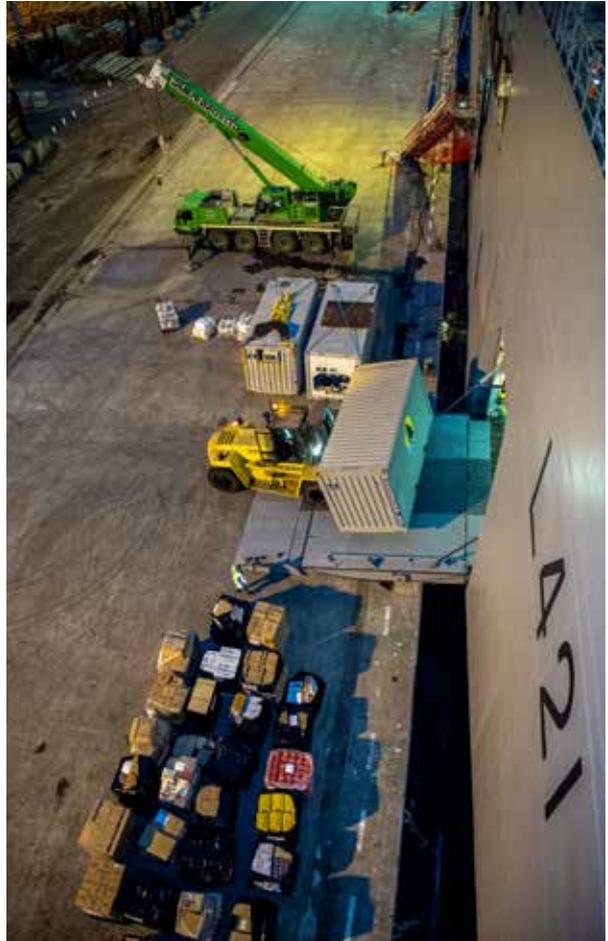
After refueling in Lyttelton, over the weekend of 18-19 February CANTERBURY was loaded with supplies including five Bailey Bridges, six utility vehicles, 20 generators, 50 gas bottles, and 120 emergency packs, as well as specialist staff from other government agencies such as Environment Canterbury, St John's, and Waka Kotahi. The ship then undertook a 24-hour passage to Napier.

Commander Bronwyn Heslop, Commanding Officer, said the scientists, students and agency workers disembarked in Lyttelton, but her guests were all positive about what they were able to achieve down south. "They were stoked because they got their priority jobs done," she said.

The crew were excited to be involved in the relief efforts in Hawke's Bay. "People on board were happy to know that we're going to where Kiwis need us. This is the ship that does this sort of thing, and everyone is keen to get there and do our bit. It's great doing scientific and conservation work, but that will be there for later."

After unloading her supplies, CANTERBURY made her embarked forces cabins available for 150 first responders and foreign military personnel deployed to the region. The ship's crew were deployed ashore to help at the Emergency Coordination Centre and Napier's relief distribution centre.

Next issue: HMNZS CANTERBURY's work on Campbell Island.





NAVY DIVERS GET DRINKING WATER FLOWING

An eight-person team from HMNZS MATATAUA got Gisborne's water supply flowing properly again, after diving in a severely blocked treatment plant to remove silt.

Leading Diver Shane Gardiner was part of a team of divers and one Marine Technician, with four arriving from Auckland and four others deployed from HMNZS MANAWANUI.

Two water intakes at Gisborne's water treatment facility were blocked with silt after Cyclone Gabrielle, prompting the Council to tell residents not to use tap water.

The divers utilised Surface Supplied Breathing Apparatus (SSBA) to conduct the work.

"There were a few challenges on site," said LDR Gardiner. "The team had zero visibility down there. They used their hand to judge how far they could see, and they were putting their hands up right up to the mask, and they couldn't even see their hands."

The divers spent nearly two hours over two dives, setting up an 'airlift' system. "It's a pneumatic air system with a venturi effect, similar to how you syphon petrol out of a fuel tank. It drew out all the sludge and excess silt, unclogging the system."

The team were aware how bad it was for Gisborne. "We knew they had a lot of damage to their water infrastructure. This was the main treatment facility and clearing it will allow Gisborne to go back to full flow, meaning the town and the people will have access to clean drinking water from a very secure source."



Photos: Elliot Lim



KERMADEC MISSION ACCOMPLISHED

HMNZS CANTERBURY and her ship's company kicked off the year with a successful mission to the Kermadec Islands. NZDF Communications Adviser Simone Millar was on board.

Operation Havre, involving CANTERBURY and an embarked Seasprite SH-2G(I) helicopter from No. 6 Squadron, focuses on resupply, conservation and maintenance tasks on Rangitahua/Raoul Island.

Over 12 days, the Department of Conservation (DOC), Meteorological Service NZ (MetService) and Geological Nuclear Sciences (GNS) undertook works with the assistance of a number of contractors including the New Zealand Conservation Dogs Programme. Northland iwi, Ngāti Kuri mana whenua participated in the operation, carrying out research on the island's tracks and native wildlife.

"Operation Havre supports incredibly significant work for New Zealand, especially work on weather monitoring and early warning systems for tsunamis," says CANTERBURY's Commanding Officer, Commander Bronwyn Heslop.

Conventional access by boat is difficult, which makes an embarked helicopter invaluable. No. 6 Squadron tasks were to support DOC, GNS, MetService and Ngāti Kuri by moving people on and off the island, lifting cargo and personal gear from ship to shore, conducting aerial reconnaissance and moving people to locations on the island where tracks were difficult.

Lieutenant Zach Taylor, Helicopter Loadmaster Instructor, said the operation gives loadmasters under training the ability to do real-world winching, underslung loads and confined area landings.

"It also teaches the loadmaster to think on their feet and quickly re-role the aircraft to meet the requirements of the next task."

Leading Helicopter Loadmaster Jesse Turi spent seven years as a Navy Medic before changing trade. Operation Havre was his first time at sea as a Helicopter Loadmaster.

"Every flight I did on this trip was for an operational output, from transporting civilians, winching people in and out of confined areas, to delivering equipment by vertical replenishment (underslung loads) between the ship and the island," said LHLM Turi.

The contribution the Flight team made to Operation Havre was critical to the success of the operation, he says.

"It made me feel excited and driven to be at the forefront of the Operation Havre output. It's clear to me that being a helicopter loadmaster is the best job in the Navy."

A Landing Point Team, made up of personnel from New Zealand Army Five Movements Company and Royal New Zealand Air Force Logistics, supported the operation.

A team of New Zealand Army plant operators from 2nd Engineer Regiment carried out geographical surveys and soil and ground bearing testing, to assist DOC in an assessment of the island's airstrip.





NAVAL ANNIVERSARY SPARKS CAREER AT SEA

As a ten-year-old boy Leighton Tanner's dream of joining the Royal New Zealand Navy was born. Nine years later he's finally wearing the uniform at sea.

"When I was ten I went to the Navy 75th Anniversary in Ports of Auckland, where there were a whole load of ships from around the world. I saw all the sailors and officers and decided I wanted to join our Navy," said Midshipman Tanner.

The junior officer is among our newest graduates, completing Junior Officer Common Training at Devonport Naval Base in December. He says the experience pushed him to his limits.

"The exercises were really physically strenuous, being sleep deprived and then having to perform under pressure with all the cards stacked against you. It gave me a great sense of satisfaction to get through."

"I discovered how far I can push myself physically and mentally. When things come up in my regular life now, I can think back to my training and get through anything that comes my way," he says.

MID Tanner is now one of 15 personnel on board HMNZS CANTERBURY undertaking Initial Sea Time (IST).

"IST means we get to experience ship life and how all the departments of the ship work together, before we start our professional development course." On the Officer of the Watch Bravo course, we'll learn navigation, ship steering and how to lead the bridge team," he said.

Last month the IST officers' time at sea included Operation Havre in the Kermadec Island group and Operation Endurance in the Sub Antarctic Islands. They will remain with the ship for an upcoming operation in Fiji.

"The Navy gives me the opportunity to travel and see a part of the world that very few people get to see. But not only that, it gives me the chance to contribute to something greater than myself," he said.

Midshipman Tanner hopes to become a Watchkeeper and said the future is looking bright.

My advice to others would be "follow your dreams, keep with it. Keep pushing forward – it's worth it", he said.



A NAVY LEGACY

The Royal New Zealand Navy's recent operation to Rangitahua/ Raoul Island in HMNZS CANTERBURY was a very special one for Midshipman Sebastian Morgans, 20.

It was MID Morgans' first time at sea, following the voyage his Navy grandfather took 50 years ago for his own first overseas mission.

"My grandfather served in RNZN and his first sailing with the Navy was also to Raoul Island in about the 1970s. He passed away before I was born, so I feel like it's awesome that me and my granddad, years apart, have done the same trip to serve our country," said MID Morgans.

Like his classmate MID Tanner, MID Morgans completed Junior Officer Common Training in December 2022 and is undertaking Initial Sea Time (IST).

"I love being at sea so far. It's also so awesome that only six months since joining the Navy, we're on a ship with the opportunity to travel to such incredible places," he said.

MID Morgans said the training he received in JOCT has taught him about perseverance, teamwork and how important a good iron is.

"The leadership challenges pushed me, while being under stressful conditions, lack of sleep and in scorching hot conditions. It was great to learn how much you can push yourself when you really want to.

"The kit musters and laying out all your clothing perfectly was challenging. To be honest, I've never touched an iron in my life, so that was a huge challenge for me!

But it's also a team task as well. Someone would be good at folding shirts, someone would be good at polishing shoes, so we all worked together," he said.

MID Morgans will work to qualify as a warfare officer and said the bonds he's made with shipmates make Navy life even more worth it.

"It's awesome to form bonds with people and to be able to learn from people with so much experience. I get stuck in with everyone else and do my bit. Helping other people out is why I joined. If you're thinking of joining the Navy, you really won't regret it," he said.



MANAWANUI IN DRUG INTERCEPT

HMNZS MANAWANUI has played a role in dealing a significant blow to an international criminal syndicate's operation after helping intercept \$500m worth of cocaine afloat in the ocean.

Under Operation Hydros, New Zealand Police, working in partnership with New Zealand Customs Service and the New Zealand Defence Force, were able to recover the illicit drug in the Pacific Ocean early last month.

Eighty-one bales of the product were transported on a six-day journey back to New Zealand aboard MANAWANUI. The drugs were later destroyed.

Police Commissioner Andrew Coster said given the large size of the shipment it will have likely been destined for the Australian market.

"There is no doubt this discovery lands a major financial blow right from the South American producers through to the distributors of this product.

"This is one of the single biggest seizures of illegal drugs by authorities in this country. While this disrupts the syndicate's operations, we remain vigilant given the lengths we know these groups will go to circumvent coming to law enforcement's attention."

Police, Customs and other agencies continue to work closely with international partner agencies to ensure the security of our borders, Commissioner Coster says.

"Operation Hydros was initiated in December 2022, as part of our ongoing close working relationship with international partner agencies to identify and monitor suspicious vessels' movements.

"I am incredibly proud of what our National Organised Crime Group has achieved in working with other New Zealand agencies, including New Zealand Customs Service and the New Zealand Defence Force. The significance of this recovery and its impact cannot be underestimated."

The operation continues already successful work New Zealand authorities are achieving in working together and continues to lessen the impacts of transnational crime worldwide, Commissioner Coster said.

"We know the distribution of any illicit drug causes a great amount of social harm as well as negative health and financial implications for communities, especially drug users and their families."

While no arrests have been made at this stage, enquiries will continue into the shipment including liaison with our international partners.

New Zealand Customs Service Acting Comptroller Bill Perry said this successful interception is the result of excellent collaboration with Police and the New Zealand Defence Force, as well as with international partners.

"Customs is pleased to have helped prevent such a large amount of cocaine causing harm in communities here in New Zealand, Australia and elsewhere in the wider Pacific region.

"The sheer scale of this seizure is estimated to have taken more than half a billion dollars' worth of cocaine out of circulation.

"It is a huge illustration of what lengths organised crime will go to with their global drug trafficking operations and shows that we are not exempt from major organised criminal drug smuggling efforts in this part of the world," Mr Perry said.

Commander Joint Forces Rear Admiral Jim Gilmour says the Defence Force was pleased to assist Government agencies on the important mission.

"We had the right people and the right capabilities to provide the support required and it was great to work alongside the New Zealand Police and the New Zealand Customs Service," he said.

"We were very pleased with the result and are happy to be a part of this successful operation and are proud to play our part in protecting New Zealand."

– from NZ Police

ON STAGE AT TE MATATINI

It's the Olympic Games of Kapa Haka, says Chief Petty Officer Communication Warfare Specialist David Tapene.

CPOCWS Tapene, Te Taua Moana marae manager, competed with his team Hātea Kapa Haka in the 2023 Te Matatini Herenga Waka Herenga Tangata National Kapa Haka Festival in Auckland last month.

The team was one of four from Northland and 42 teams overall competing to crowds of tens of thousands at Ngā Ana Wai (Eden Park) in Tāmaki Makaurau, which wrapped up after four days of intense and spectacular competition.

Reaching the big stage can take months. Each team has to have achieved titles in their region to qualify for the nationals, which means competitions start in June as teams go through regional events.

Hātea was formed in 2000 by the whānau of Pēhiāweri Marae, Whāngarei. The membership is drawn from the whānau of the marae and extends to others who reside in Whāngarei as well as from Auckland and further afield. On stage they compete with 20 men and 20 women.

"You've got to be on," says CPOCWS Tapene. "I started doing this with family in Australia, and we've been doing it for a while now. I joined the Navy in 2001, did my travelling, and I've been doing this for the last 10 years or so.

Hātea is known for its singing. In 2019 they performed Queen's *Bohemian Rhapsody* at Te Matatini in Wellington.

"It can be nerve-wracking, definitely," he says. "You're almost at a professional level. You arrive at Eden Park like the All Blacks in high performance team buses. You've got 30 minutes on stage, with judges looking at each item, looking at everything we have been rehearsing for months. You don't want to muck up. But the great thing is, you've got brothers, sisters around you. So it's buzzy, it's awesome, the adrenaline is kicking in. You're pushing your voice from your stomach. You listen, then you power out the notes from the first note."

Hātea was judged best team from Te Tai Tokerau and first equal for choral. "Every time we go, it feels like the bar's been raised higher," he says. "It's an amazing experience, and when you're there it's ten times what you see on television. There's movements left, right and centre, all in time, singing from the stomach. You've got to be switched on."

He acknowledged fellow sailor Petty Officer Physical Training Instructor Te Teira Maxwell, who competed with Ngāti Rangiwewehi from Te Arawa. His team made the final 12.

"Ka tuku mihi nui ki a Te Teira Maxwell I tana tū ki te roopu Ngāti Rangiwewehi. He tino rawe e mara! Me mihi atu ano ki a koutou te roopu mō te tū ki te Hatarei (Finals)!"

Te Kapa Haka o Te Whānau-a-Apanui from Mātaatua were crowned Te Matatini champions for the third time.





Maritime Culture Survey Part 3

Navy Today talks to Lieutenant Commander Evan MacKay, Sea Safety Training Officer, on the value of the Maritime Culture workshops.

Arguably, the most valuable two days I have experienced in a long time, potentially in my whole career.

That was LTCDR MacKay's feedback regarding his Maritime Culture Workshop. He found it gratifying to realise that the Sea Safety Training Squadron was in a good place culturally, but was so inspired he decided to do a second culture survey just for the Sea Safety Training Squadron.

"My priority was to ensure my team also understood the 'What' and the 'Why', something I didn't feel I had achieved prior to attending the workshop," he said. During his bespoke workshop, he outlined two past Royal Navy Damage Control incidents, demonstrating how a negative culture had been

contributing factors, but also how reactions and performance of individuals during and afterwards showed examples of positive culture.

"Our own results were really positive, and whilst it did identify some areas where we could potentially improve, it also reiterated what the team do really well, which is equally important."

SSTS is already on a culture journey, including a new set of media posters around the building and updated core value signs in Te Reo and English. "The NZDF Core Values and Respect form a huge part of our culture, and having this new entrance really helps to remind both students and staff every morning, what is important to us as we go about our daily business."

His team have undertaken team building activities, including a trip to the FENZ National Training Centre in Rotorua and some community work at the local SPCA (pictured).

"This was the perfect opportunity for us to focus on our people, getting to know each better on a personal level, reflecting on experiences at SSTS, and ultimately developing our culture."

His advice to other units is to focus on their respective teams. "Know your people, respect them, value them, empower them, listen to them, and care about them. Culture is all of us, regardless of rank or role, so it's important that everyone within your team feels safe and able to play their part on this culture journey."

BACK WHERE IT ALL STARTED



Sea Cadets, says Commander Phil Rowe, taught him never to give up when life gets hard.

Last year CDR Rowe was invited to his old Cadet unit, TS Sir Alec Rose in Bognor Regis, West Sussex, for their end of year Divisions. "Here I am, 36 years later with three gold stripes on my arm, and part of the reason I have these is because I was a Sea Cadet."

Navy has become a family affair for CDR Rowe. His father Raymond Rowe – present at Divisions – is Chairman of the Unit. He presented his nephew William, a cadet at Sir Alex Rose, with an award. CDR Rowe's daughter is a Sea Cadet in New Zealand.

"Sea Cadets gave me the opportunity to be part of a great team. I learned so much about being a member of the wider community and learned about myself. I knew this organisation was the best stepping stone for my career in the Navy. It is an organisation I have been proud to be part of."

PROMOTIONS:

Congratulations on your promotion
(1 December to 25 January)

CAPT C.N.A. SMITH
CDR L.D. HARVEY
CDR S.F. MCGREGOR
CDR T.M. GORE
CDR C.C. HUYNH
CDR T.P. THOMPSON
LTCDR E.A. KUTARSKI
LTCDR S.
PONCHIANGKUANG
LTCDR R.P. BADGER
LTCDR J.M. WALSH
LTCDR S.B.M. MASON
LT E.M. MULDER
LT B.R.J. RUBACK
LT R.T. HISSONG
LT N.E. WISSTT
LT P.O. HUGHES
SLT C.J. MAITLAND

SLT H.S. VAN DER
HORST
SLT W. WANG
SLT E.M.L. BELL
SLT H.J. CUNNINGHAM
SLT A.K. DOOLEY
SLT C.R. ECKLEIN
SLT A.K. IBBS
SLT R.K.T. KINGI
SLT A. MAGO
SLT D.R. PACE
SLT L.P. VAN ETTEN
SLT A.R. GROGAN
SLT A.T. KINGI-MIKI
SLT E.J. LENNON
ENS O.D. BRADY
ENS J.R.L. CLAPP
ENS H.A. COLLINS

ENS J.S. GAIR-AH SIU
ENS J.M. HUNIA
ENS S.C. MCDONALD
ENS J.H.S. PINDER
ENS C.S. THOMAS
ENS D.N.M. VAN WIJK
CPOMT(L) G.T.K.
ALBERT
CPOPTI W.I.
SHARLAND
CPOCSS K.H. O'NEILL
CPOMTO P. FRANCIS
CPOCH M.J.
FALCONER
POMED A.S.E. JONES
POPTI M.J. HEALY
POMUS F.M.
ROBERTSON
POCH C.R.
MONTGOMERY
POPTI T.M. TEARIKI
POCWS T.W. BLACK

POCWS M.N.N. BROWN
POHST G.A. FORREST
POCH C. MONAGHAN
LWT D.N. WALSH
LMED H.A. HOLT
LMUS P.T. SCANLAN
LTCDR F.L.S. BOROK
LCH J.R. KENDALL
LHST I.J. BINGHAM
ALSS M.D. COLLINS
ACWS S.J. KNIGHT
AMT(L) J.R. WIPERI
AMT(P) A.J.
BARBARICS
AMT(L) K.A. PARK
AMT T.D. READ
ACWS G.D.G.
RUSSELL
AMT(L) H.R.R.
TOWNSEND
ASCS J.M. BAILEY

GETTING INNOVATIVE

Each month *Navy Today* celebrates new ideas across the Navy, and how the Defence Excellence (Dx) team make them a reality. This month, Innovation Manager (Maritime) Lieutenant Tim Aldridge talks about Breath testing.

Breath testing keeps us and our ship-mates safe by ensuring that people undertaking safety critical tasks are able to do so without impairment. Since the introduction of this policy in the mid 2010's, the Dräger Alcotest unit (also used by NZ Police) has been used exclusively with the plastic tubes to blow into. This allows the machine to give precise readings of how much alcohol is present in the sample provided.

However, the Dräger machine is also fully capable of providing reliable indications of whether or not alcohol is present in its passive mode without using a plastic tube.

It has been estimated that the Navy conducts a minimum of 43,800 breath tests per year across all ships and establishments. This produces a lot of waste – roughly \$60,000 worth - from the soft plastics that package the tubes to the plastic tubes themselves. The incremental innovation identified through the Innovation Portal called for the adoption of the same procedures used by NZ Police when testing drivers on the roadside. The suggestion was that, like the Police, the Dräger's "Passive" test should be used as an initial screening step and then, if alcohol was present, a plastic tube could be used to assess the amount with a precise reading.

Late last year, Navy Order 11/2022 was published issuing an instruction to amend breath testing procedures so that passive testing now occurs as a first step. This demonstrates that the Navy continues to proactively look at its systems and practices to ensure that we conduct ourselves with sustainability in mind.

Get in touch and let us know if there are other ways the Navy can innovate to be better. The Innovation portal can be found through links at the bottom of the ILP home page or the 'How we work' drop-down under 'Defence Excellence'.





HISTORY: SNAPSHOT

■ By Scott Sargentina,
Public Affairs Manager (Navy)

SHELLY BAY IN WELLINGTON

Since the former defence base at Shelly Bay on Wellington's Miramar Peninsula (Te Motu Kairangi), was handed back to the government in 1995, the buildings and infrastructure had deteriorated dramatically while decisions were made on developing the site.

With work starting on a new housing development which will secure its future, we look back on its past as Wellington's first line of defence during conflict.

Te Motu Kairangi was sold as part of the Wellington purchase to the New Zealand Company in 1839. The land was acquired by former Royal Navy officer, James Crawford, who named it Miramar (Spanish for 'Sea View').

In response to fears about an invasion by an expanding Russian empire, the Crown requisitioned Shelly Bay in 1885 under the Public Works Act for use as an anti-submarine mine depot. It was this 'Russian scare' that led to the building of major coastal artillery fortifications to protect New Zealand's cities.

In 1907, the Royal Navy took responsibility for Shelly Bay. A new wharf and munitions stores were constructed but these had limited use during World War I or in the post war years.

However, in 1941 with the establishment of the Royal New Zealand Navy, ownership of the base was transferred to the RNZN. Following the attack on Pearl Harbor and Japan's string of rapid strategic victories southward, along with

the ongoing threat from German auxiliary raiders, Shelly Bay was expanded significantly with new accommodation, dining facilities, messes, workshops, slipways, a hospital and other infrastructure.

Shelly Bay was formally commissioned as HMNZS COOK on 1 June 1944. Three vessels were assigned to assist with anti-submarine netting maintenance and anti-submarine targeting.

HMNZS COOK was also the maintenance depot for the four Fairmile coastal patrol vessels which were based at Clyde Quay in Wellington.

A badge for HMNZS COOK was designed but was never used because of the transfer of the Base to the Royal New Zealand Air Force (1946-1995).



Photos: National Museum of the Royal New Zealand Navy, Bradley Saunders-Garner



Four decades of service

In her 41-year career with Defence, Denise Bates has seen 15 different Chiefs of Naval Staff and Chiefs of Navy, and the service of 43 HMNZ Ships.

Last month Denise received her New Zealand Defence Force Civilian Recognition of Service Award (Gold), awarded to civilian staff with 30 years of service under their belts.

It was also her final week in the Defence Force, concluding a career which started in April 1982 with the Ministry of Defence, prior to the formation of the New Zealand Defence Force in 1990. Her award ceremony, held at Defence House in front of a large crowd of Naval staff, had the atmosphere of a farewell as well as a noted award presentation.

Since 1992, Denise's career has been devoted to Naval Officer Career Management (NOCM), meaning she has provided offers of commissioned service to the majority – and likely

every – officer currently serving in the Royal New Zealand Navy and Naval Reserve, and has been involved in every officer's career progression.

Commodore Mat Williams said Denise exemplified the importance of civilian staff in delivering NZDF outputs. "Her deep knowledge of policy, the intent and the application of it has enabled Naval Officer Career Management to respond with agility to the demands placed on it. Her willingness to adapt to the changes faced over her life-long career and assume responsibility for duties and tasks because she identified a need is not only admirable, but has positively impacted the careers of all officers serving."

Supported by Chief of Navy Rear Admiral David Proctor to hold her speech steady, Denise said her speech moment was a little overwhelming, and it was hard to believe it had been 41 years. "If I hung around for too much longer I was in danger of walking into Defence House in the not-so-distant future with a zimmer frame.

"It has been my privilege to work alongside so many professional people who have taught me a lot and shown me so much ongoing support. The calibre of my Naval Officer Career Management team members, past and present, can take a lot of the credit for the longevity of my tenure."

15 ROUNDS

LYDS JAMES FALEOFA, SAILOR OF THE YEAR



01

Job title and description:
Leading Youth Development Specialist (LYDS)

02

Date joined RNZN:
23 April 2009

03

First ship posted to:
HMNZS OTAGO

04

Best deployment(s):
Operation WASA WASA 2017 – Got to be in Fiji for a couple of months with a great Ship's Company

05

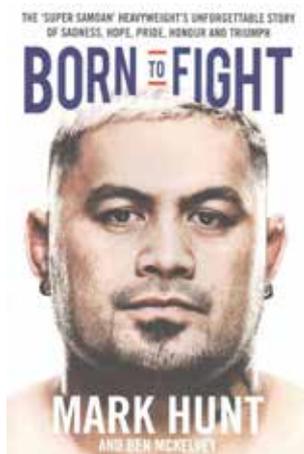
Hometown:
Kelston, Auckland

06

High school
Kelston Boys' High School

07

Favourite book:
Born to Fight, Mark Hunt

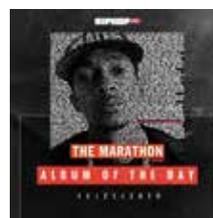


08

Favourite movie:
Kick Boxer

09

Favourite album:
Nipsey Hussle, The Marathon



10

Favourite song:
Mate Ma'a Tonga

11

Favourite holiday destination:
Fiji, Nadi

12

Outside of work, what's something you enjoy doing?
Empowering our Youth, Fahi On

13

What's something about you that not many people know?
I like long walks on the beach

14

A valuable life/Navy lesson for me is?
I can attribute many people to this life lesson. WOSCS Ngahiwi Walker told me failure is a part of the process to becoming a Great Leader

15

How would you describe the Navy in 10 words or less:
Family, Structured, Adventurous, Challenging, Rewarding



HOW SHOULD I FUND MY RETIREMENT

Review your savings now

Discover how much you will need to save by the time you are 65, to supplement your NZ Super and fund a 25 Year Retirement. The following assumes that you will be Mortgage Free.

		FOR A "NO FRILLS" RETIREMENT:	FOR A "CHOICES" RETIREMENT:
 ONE PERSON HOUSEHOLD NZ Super: \$462.04 p/week ²	METRO	\$277,000¹ +NZ Super will give you \$781 p/week	\$561,000 +NZ Super will give you \$1,107 p/week
	PROVINCIAL	\$163,000 +NZ Super will give you \$650 p/week	\$658,000 +NZ Super will give you \$1,218 p/week
 TWO PERSON HOUSEHOLD NZ Super: \$712.22 p/week ²	METRO	\$191,000 +NZ Super will give you \$931 p/week	\$755,000 +NZ Super will give you \$1,578 p/week
	PROVINCIAL	\$77,000 +NZ Super will give you \$800 p/week	\$480,000 +NZ Super will give you \$1,263 p/week

HOW MANY YEARS SHOULD I BE SAVING FOR?

This data assumes a retirement that last 25 years. **What are your individual circumstances?**



If you are a healthy female, aged 30 today, you can expect to live to 91.³



If you are a healthy male, aged 30 today, you can expect to live to 89.³

1. Massey University and New Zealand Retirement Expenditure Guidelines 2022. 2. April 1, 2022 figures from Stats, NZ 3. Aging statistics from Stats, NZ.

