

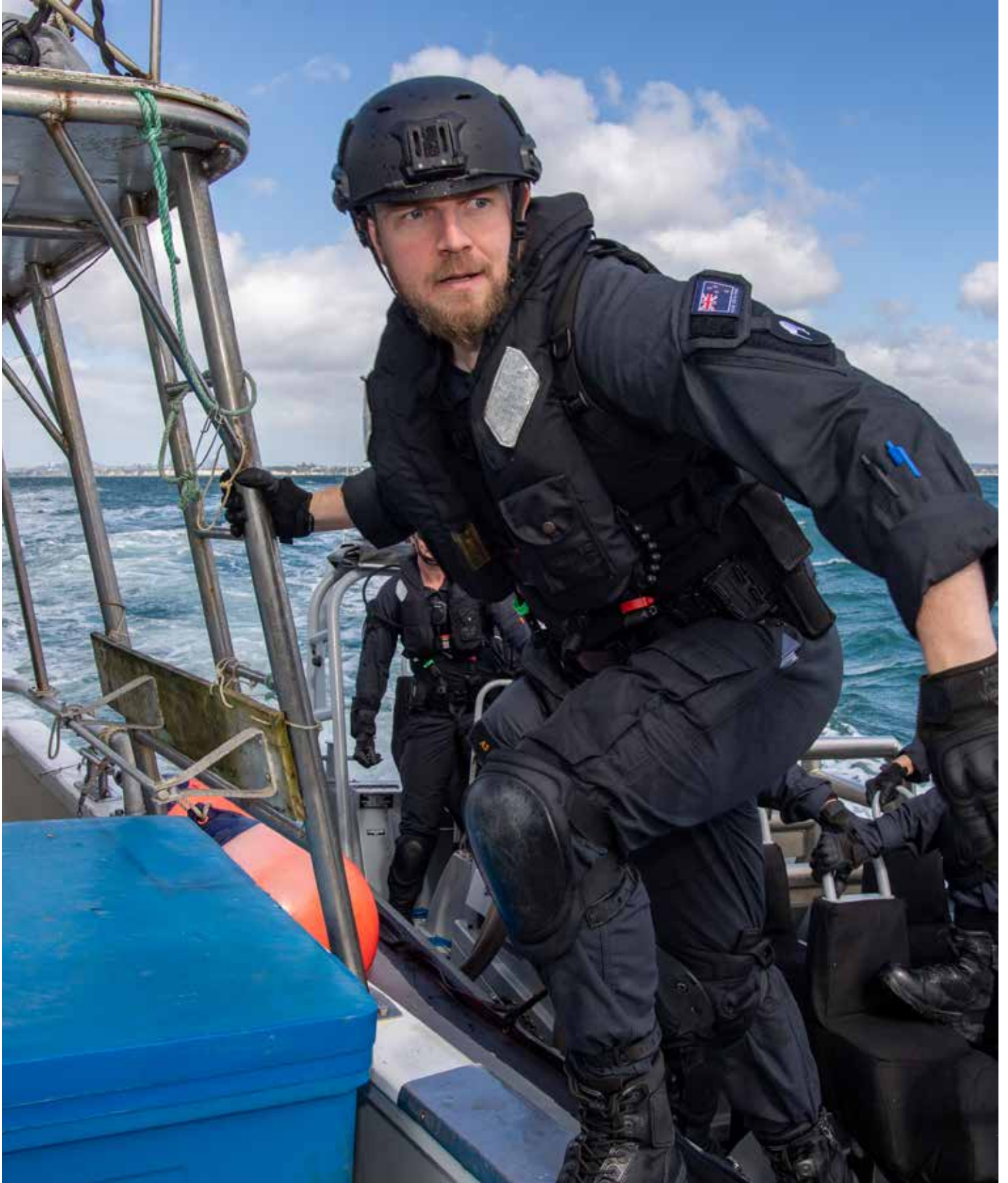
NAVY

T O D A Y

NEW LITTORAL
MANOEUVRE CRAFT

DEPLOYABLE
BOARDING TEAM

TAUPO'S WARFARE
OFFICER TRAINING



Contents

- 04 New Littoral Manoeuvre Craft
- 08 TE MANA and AOTEAROA in South East Asia
- 10 Divers in Tauranga
- 12 HMNZS TAUPO's warfare officer training
- 14 Astronaut at Devonport
- 16 Action with the Deployable Boarding Team
- 20 Naval Reserve Small Arms Training Team
- 24 Brain health
- 26 Profile – WO Steven Bradley
- 30 Invictus Games
- 34 Promotions
- 35 Happy 82nd Birthday RNZN



“As soon as we arrived in New Zealand, seeing that big blue sky, we just felt at home..”

- WOMT(P) Steven Bradley



navy.mil.nz

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.

Published by:
Defence Public Affairs
HQ NZ Defence Force
Wellington, New Zealand

Editor:
Andrew Bonallack
Email: navytoday@nzdf.mil.nz

Design and Layout:
Defence Public Affairs

Printed by:
Bluestar
Private Bag 39996, Wellington

Distribution:
Email: navytoday@nzdf.mil.nz

Contributions are welcomed, including stories, photographs and letters. Please submit stories and letters by email in Microsoft Word or the body of an email. Articles up to 500 words welcomed, longer if required by the subject. Please consult the editor about long articles. Digital photos submitted by email also welcomed, at least 500kb preferred. Stories published in *Navy Today* cannot be published elsewhere without permission.

Copy deadline is the 15th of the month for the following issue. Subject to change.

Views expressed in *Navy Today* are not necessarily those of the RNZN or the NZDF.

Defence Careers:
Phone: 0800 1FORCE
(0800 136 723)
www.defencecareers.mil.nz

Changing Address?
To join or leave our mailing list, please contact:
Email: navytoday@nzdf.mil.nz



Front Cover:
LT Chris Wise, HMNZS MATATAUA
Deployable Boarding Team.

Photographer:
PO Chris Weissenborn

Back Cover:
NZDF Invictus Games Opening
Ceremony, Düsseldorf.

Photographer:
CPL Sean Spivey



Yours Aye

Maritime Component Commander



Tauārai o te pō!
(Step out of darkness!)

Titoko o te ao mārama!
(And rise to the world of light!)

Tēnā koe,

Whilst appreciating there are many challenges at the moment as we work through our personnel issues, I thought, as my opening suggests, that I would focus this article on highlighting some opportunities on the horizon, and the continued goodness we are delivering right now despite the significant challenges we are facing.

Our platforms and people must be ready to operate, and if called upon – fight to win. At the forefront of our warfighting regeneration are HMNZ Ships TE MANA and AOTEAROA, both currently deployed on Operation Crucible (Australia and South East Asia). AOTEAROA has overcome some recent material related challenges but is back showcasing its impressive capability to our partners. TE MANA's core focus is completing the testing and evaluation of upgraded sensors and systems, which they are well on-track to do.

HMNZS MANAWANUI have done an amazing job supporting Babcock and the Ministry of Defence in ensuring the final upgrade package has been delivered and along with HMNZS MATATAUA will deploy on Operation Calypso to undertake key activities across the South Pacific.

HMNZS TAUPO returned from its maritime security focused deployment to Samoa and has recommenced its focus on the ongoing training and development of our future sailors.

It is never simply our ships that deliver for New Zealand. From supporting NZ Customs, NZ Police and other government agencies at home, to exercising and integrating with our friends and allies from the Pacific to Europe, MATATAUA has been a very busy unit.

In a similar vein, the other expeditionary operational unit, the Naval Operations Support Unit continues to demonstrate their specialist skillset and attitude in enabling international missions and enhancing the reputation of the RNZN globally.

HMNZ Ships CANTERBURY and TE KAHA are working hard in very challenging circumstances to work through their respective upgrades in order to get back to sea.

Whilst I have provided a round up of the good work the Fleet has been doing, I am also conscious that inter-service sport is a key component of building high-performance teams as well as having fun and there is no shortage of team and individual successes. Highlighting a few, our women's netball and volleyball teams, men's league and rugby teams, and both men and women's hockey teams are newly crowned Services champions. Our Invictus games athletes represented the NZDF and country with a great deal of mana and utmost dedication. Also exemplifying our ethos, day in-day out, are those who enthusiastically and selflessly volunteer their time as officials, coaches, managers and supporters. I thank you all.

Like the teams on the field, our deployed operational units couldn't achieve the outcomes they have without support from ashore. FPTO, DLC (M), Tamaki and PHILOMEL to name a few have done an outstanding job to ensure the Fleet is out there delivering, and the support they provided is, as always, first class.

Looking ahead there are some real opportunities ahead as the MoD has just released a Request For Information on the Maritime Fleet Renewal programme, which seeks industry information on our future Fleet to help inform the development of the Defence Capability Plan.



Likewise, operational advice has been provided to Defence leadership outlining what options 'could we' provide in the continued support to the Combined Maritime Forces in the Middle East Region, and a potential maritime option for Operation Tiede (support to Ukraine) in 2024.

Whilst navigating some incredibly difficult challenges, the skill and fortitude of our personnel enables us to continue to maximise what we have to great effect. I am very proud of everyone involved. I firmly believe the future is bright and if we can embrace the opportunities presented we will deliver on our vision of being a world-class navy for a large maritime nation.

He heramana ahau

Commodore Garin Golding
Maritime Component Commander

URRORA



GREAT WHITE SHARK POWERS THROUGH THE HAURAKI GULF

They're big, fast and ultra-deployable.

*Navy Today meets HMNZS MATATAUA's new
capability, the Littoral Manoeuvre Craft.*



URUROA/GREAT WHITE SHARK SHOWS ITS SKILLS

SPECIFICATIONS



MAKE/MODEL:
PFG Sentinel Boats /
The Sentinel 1250

HULL MATERIAL: Plastic HDPE

ENGINE POWER: Twin Cummins
QSB6.7 rated at 550hp each

DRIVE: Twin HJX29 Hamilton Jet Units

BOATS IN TOTAL: **3**



BEAM:
3.73m

LENGTH:
12.6m



SPEED:

40+knots



TONNE FULLY LOADED:

10+t



Able to be transported, launched and
recovered by HMNZS MANAWANUI
twin arm davit



Able to transport, launch and
recover a RNZN 5.3m Zodiac



CREW:

3



PASSENGERS:

10





The Royal New Zealand Navy's punchy new long-range high-speed jet boats tick the boxes between coastal littoral operations and small, fast team insertions over the horizon.

In 2021 Hobart-based boat builder Sentinel Boats secured a contract to construct three 12.6-metre high speed Littoral Manoeuvre Craft (LMC) for the Royal New Zealand Navy. They're classed as PFG Sentinel 1250s, but the Navy has already got a better name for the first one – 'Ururoa' (Great white shark).

They are the Navy's first tactical-class small craft, ready to bring an exciting and modern capability for the Navy's Littoral Warfare Force, says MATATAUA's Boats Crew Navigator, Petty Officer Seaman Combat Specialist Melvin Wiki.

Delivered fully-assembled on a container ship, Ururoa has been here since March. Powered by twin Cummins 550hp diesel engines coupled with Hamilton jets, the boats are fast, capable of 40-plus knots. The hulls are plastic, constructed of High Density Polyethylene (HDPE), making them highly durable and low-maintenance. They don't need painting and there's no risk of corrosion or degradation from electrolysis.

Able Seaman Combat Specialist James Perham, Ururoa's coxswain, trained in Australia on the company's 11-metre prototype with four other personnel. He later underwent a two-week course on Ururoa in Hobart with five others for acceptance trials.

"The boat is designed to deliver HMNZS MATATAUA's Littoral Subject Matter Experts over the horizon to deliver mission effect and bridges the gap between the parent ship (HMNZS MANAWANUI) and the littoral zone where MATATAUA usually works," he says.

Dive, Hydrographic and Salvage ship HMNZS MANAWANUI has a twin arm davit, enabling it to embark an LMC and transport the boat and its team to an Area of Operations where the MATATAUA teams will embark the LMC and tactically insert over the horizon to deliver a littoral effect.

The LMC can transport (piggyback) a 5.3-metre zodiac on its back, meaning the LMC can do a fast, long range transit and drop off a team of divers or hydrographers to cover the last leg. It has capacity for 10 passengers; one of its mission profiles is the ability to carry troops.

"It's the first time I've driven a boat that has a plastic hull like this," he says. "It's a ridiculously smooth ride, and because of that, it's quiet. You can have reasonable conversations even when you're going at over 40 knots."

The handling is smooth as well. "It's like a train on tracks," he says. "A typical jet boat, when you turn hard, the rear end skids out a bit, whereas with the hull design of this boat, it just digs in like a boat with outboards, so this means we can turn on a dime."



It's very different to driving a normal ship's RHIB, but once you get the feel for it and put the time in, it's so much more capable.

Using members of the Seaman Combat Specialist trade, the LMC will have a navigator as the senior operator and skipper of the vessel, a coxswain as the helmsman and a third crewperson position to fulfil roles such as gun crew or standby coxswain. Additionally an embarked RNZN littoral warfare specialist will be the mission commander. Part of the LMC's evolution to operational release is the ability to mount machine guns forward and aft.

"I'm really excited about the capability and the opportunity it brings to operate boats like this," says ASCS Perham. "It was really interesting for me to get to see the introduction into service, working with the project teams and getting to operate some really modern stuff."

The second LMC, 'Mako', is now in New Zealand, while the third as yet-unnamed LMC will be on display at the Indo Pacific 2023 International Maritime Exposition in Sydney in November.



WELCOME TO VIET NAM

It's a steady run up the Sông Sài Gòn (Saigon River) to Ho Chi Minh City for HMNZ Ships TE MANA and AOTEAROA.

Following a departure from Darwin on September 16, HMNZS TE MANA met up with HMNZS AOTEAROA prior to their arrival at Ho Chi Minh City, Viet Nam, on September 24. AOTEAROA had earlier undergone planned rectification work in Singapore.

The two ships, in Viet Nam for a five-day friendship visit, docked at Nha Rong Wharf. Commander Joint Forces Rear Admiral Jim Gilmour, along with the ships' Commanding Officers Commander JJ McQueen (TE MANA) and Commander Dave Barr (AOTEAROA) were welcomed by members of the Vietnamese military and local government.

In 2020 New Zealand and Viet Nam upgraded their bilateral relationship to a Strategic Partnership, which included a commitment to closer defence cooperation as a priority.

Members of both ship's companies performed waiata and haka on the wharf.

Vietnamese media reported members of AOTEAROA and TE MANA visited Maison Chance, a charity which supports disabled persons in Ho Chi Minh City, and 'Mai Am Ba Chieu', a charity supporting disadvantaged girls in the city.

On behalf of the New Zealand Ambassador, New Zealand consul-general Scott James and the sailors gifted nine wheelchairs from donors in New Zealand.

At the conclusion of the visit both ships departed for Malaysia, in preparation for Exercise Bersama Lima.







NAVY DIVERS CONDUCT UNDERWATER DRUG SEARCH

The ability of Navy mine clearance divers to be exacting and methodical in ship hull searches has proved a useful tool in the fight against illegal narcotics smuggling.

Last month a team of divers and support personnel from HMNZS MATATAUA conducted a search of the hulls of two container ships berthed at the Port of Tauranga, as part of a joint operation with the New Zealand Customs Service. It followed intelligence reports the ships may have been transporting narcotics to Europe from South America.

While no drugs were found it was still a good result, according to Customs Operations Manager Nicholas Sparey.

A common method of transporting illicit cargo is storing it on board, in containers or secret compartments. Another method is for a ship to drop the contraband into the water with GPS trackers, so a local boat can be used to find it and take the contraband aboard.

But another way is fixing the drugs to the hull of a ship, to be retrieved when the ship berths.

Lieutenant Dom Wells, Officer in Charge of the team, says they used two teams of four divers, working their way lengthwise from bow to stern, paying particular attention to sea chests and other sub surface intakes.

“We use a search group of four divers, arranged perpendicular to the length of the vessel, with one near the surface, one near the keel with the remaining two at intervals in between. They swim or drift the length, with the divers swimming inverted to maintain a vigilant search of the hull.



We’re pleased to be able to assist Customs in keeping New Zealanders safe.

The divers are connected together with a line, which leads to a float at the surface side. A dive supervisor, in a Zodiac keeps track of where they are.”

Initially the divers worked from the wharf, but on the second day they operated from the customs vessel HAWK V, an excellent platform to work off. “It can be tricky working in a commercial port, so staging off the Customs vessel worked really well for us.”



He says they undertook a similar job in Tauranga about six weeks earlier.

Mr Sparey says searches like these send a strong message to criminal syndicates that New Zealand authorities are always vigilant and always looking.

The profits derived from drug smuggling are so immense that organised crime syndicates were always looking for novel ways to import product, he said.

“Our intelligence-gathering methods are keeping up with this activity but it does require a continual focus.

“We’re fortunate we can count on a range of government agencies that assist us in the detection and confiscation of narcotics. Highly skilled Navy personnel, for example, provide a vitally important role for us both on and under the water.”

LT Wells said the Tauranga search was a task they are well equipped to handle.

“We’re trained to conduct a range of survey, search and recovery operations and so some of the techniques we practise come in useful when investigating parasitic hull delivery mechanisms,” he said.

Opposite page and top: Royal New Zealand Navy divers search the hulls of two ships at the Port of Tauranga that were suspected of carrying narcotics.

Above: Staff from HMNZS MATATAUA and New Zealand Customs carry out a dive briefing.

FIND YOUR BEARINGS WITH HMNZS TAUPO

Some of your best moments can combine with some of your worst when it comes to Officer of the Watch training on board HMNZS TAUPO.

The Inshore Patrol Vessel is one of the busiest ships in the fleet, travelling from port to port as junior officers work to pass their three-week sea phase of the 15-week Officer of the Watch (Basic) course, commonly known as 'Bravos'. The course follows on from the 22-week Junior Officer Common Training (JOCT) and is essentially the foundation course for warfare officers, teaching the fundamentals of navigation and bridge routines.

Navy Today met with four officers near the end of their sea time, as TAUPO crossed the Cook Strait to berth in Wellington. While all agree that ship's watches and pilotage can be intense and stressful, nothing beats the feeling when your hard work pays off.

"Pilotage is a different sort of navigation," says Sub Lieutenant Liam van Etten. "You're in confined waters, and you're not just looking at the radar or the GPS map. You are running off fixed points of land with the pilotage book in front of you. You're counting down the timings, you're working out bearings. The whole point is conducting navigation without looking at instruments. I know people say it's the toughest, but it feels fantastic when it all goes to plan."

Pilotage can be long stints, like coming into Auckland, or shorter ones, like coming into Nelson. "Maybe half as long, and twice as intense."

Midshipman Jaamin Fuller, from Tauranga, says he's enjoyed the challenge. "You're put under pressure, and driving a warship is not the easiest thing in the world.

"If I was back at Tauranga Boys' High School, I would tell them, you don't get opportunities to do this at any other time in your life. Training is tough, but once you get through it you realise how much fun the Navy is. You make a lot of friends, from all different walks of life."

Midshipman Samuel King, originally from the United Kingdom, is a former Sports Prefect from Christ College, Christchurch. "I did a gap year and then went to university, but didn't enjoy it. What I like about the Navy is being surrounded by mates every day. You're doing loads of courses and you want to tick them off. You have long days, you're either busy or you're asleep, and there's so many learning opportunities."

He can see himself finishing his degree. "There are so many opportunities in the Navy. There's not one career path. I could go back to university, or change my trade, and the Navy would support me."

Midshipman Leighton Tanner also from the United Kingdom, says the four of them will be flying back to Auckland that weekend. They're in a class of 14, and another batch will join TAUPO for their 'Bravos' sea phase.

"The course takes you from pretty much knowing nothing about navigation, to driving a ship around the Hauraki Gulf. Coming down the east coast, the navigator will plan a route for the ship, and the Officer of the Watch will follow that plan. Then coming to the Marlborough Sounds and Nelson, another steep curve. It's a lot of work and pretty stressful navigation. But you come out the other side thinking: man, I did that."

If he was back at his school, Howick College, he would tell students the Navy is an awesome opportunity. "You walk out of JOCT with a whole lot of friends."

Navigation Training Officer Commander Vicki Stevens says the course is eight weeks' theory in the classroom, three weeks on the Bridge Simulator, three weeks sea time and one week of final assessments.

"It is heavy on theory before providing practical opportunities in BSIM and at sea. I'd describe it as akin to earning your learner's license, after which officers post to ships to gain experience and exposure prior to attending the Bridge Warfare Officer Course – their 'full license', as a warfare-qualified Bridge Watchkeeping Officer.

From left, MID Samuel King, MID Jaamin Fuller, SLT Liam van Etten and MID Leighton Tanner, on board HMNZS TAUPO in Wellington.



FORMER NAVY AND NASA ASTRONAUT INSPIRES NEW GENERATION

■ By Simone Millar
Senior Communications
Adviser (North)



Heidemarie Stefanyshyn-Piper

Taking a deep-dive underwater or stepping out into space? Her message is that with grit and resilience, you can explore both the depths and outer limits of this world.

Former United States Navy captain and NASA astronaut, Heidemarie Stefanyshyn-Piper shared her story with more than 140 personnel at Devonport Naval Base this week and “inspirational” was the only word on everyone’s lips.

“For me, it’s a real toss-up between being in space and being in command of sailors. But when I started out, I really didn’t know where I’d end up,” she says.

Applying first to become a Naval Flight Officer with the United States Navy, her application came back as a ‘No’, having failed the eye test.

But she applied to the USN again and in 1985 commissioned through the Massachusetts Institute of Technology to become a naval salvage officer.

After completing several tours of duty as an engineering duty officer in the area of ship maintenance and repair; a surface warfare officer aboard USS GRAPPLE (ARS 53) and at Navy Sea Systems Command (NAVSEA) as the underwater ship husbandry operations officer for the supervisor of salvage and diving – she had built a career that eventually saw her being inducted into the Women Diver’s Hall of Fame in 2007. Her major salvage projects include de-stranding the tanker Exxon Houston off the coast of Hawaii and developing the plan for the Peruvian Navy salvage of the Peruvian submarine Pachocha.

But her journey of exploration had only just begun.

“I loved working with sailors and my life as a Navy diver was good. But I learnt about the astronaut programme and when I looked at the technical skills required, like fixing ships underwater, it seemed like a good fit,” says CAPT Stefanyshyn-Piper.

After being declined on her first application to the NASA programme, she tried again.

“I was declined the first time but I thought I’ll just keep applying, because if you don’t apply they’re not going to select you,” she says.

Her perseverance resulted in her completing two Space Shuttle missions, STS-115 Atlantis and STS-126 Endeavour, during which she completed five spacewalks totalling 33 hours and 42 minutes.

“There was a long wait before that first flight. On that first launch I was thinking, ‘Please don’t scrub. Light those rockets. I want to go to space!,” says Stefanyshyn-Piper.

At the time the International Space Station was still being built and her first flight focused on the assembly of solar panels on the station. The second mission was largely a resupply mission, but also included repairs to the outside of the Space Station.

On one of her space walks with Endeavour, she was fixing a rotary joint in a solar panel, when she discovered her grease gun had leaked in her tool bag.

After discovering the leak and attempting to clean grease off her gloves, she realised her tool bag wasn’t tethered and had started to float off out into space.



“Being in Zero G makes fixing things very difficult. And grease in space is really difficult.

“It’s really not a good sign when your tool bag goes floating out in space. I thought, perhaps I could jump to get it. But then thought, no, that’ll just make everything worse,” she says.

With the tool bag floating away in the distance, she managed to fix the rotary joint and 15 years later, it’s still in operation (The tool bag later entered the atmosphere and burnt up).

“Mistakes happen. But generally a lot of things mount up together, if you forget about doing the most basic things.

“But I’ve learnt it’s what you do after you make a mistake. It’s how you pick yourself up. You have to train yourself to put your mistake aside and push on, that’s what people are going to remember,” she says.

Ordinary Medical Assistant Tiah Stanton, one of 48 Navy recruits in Basic Common Training class 23/02, listened to Stefanyshyn-Piper tell her story.

“She’s very inspirational. Not giving up when things went wrong. She wanted to be a pilot but adapted



and it worked out pretty well! I loved how she showed commitment to what she wanted to do, she persevered and it was worth it in the end,” says OMA Stanton.

CAPT Stefanyshyn-Piper retired from NASA in 2009 to return to the US Navy and went on to command Naval Surface Warfare Centre, Caderock Division and Southwest Regional Maintenance Centre.

She retired from the Navy in 2015 after 30 years of service.

CAPT Heidemarie Stefanyshyn-Piper USN with BCT 23/02 trainees OLSS Kaia Hawea, OET Briana Robinson, OMA Tiah Stanton.



BOARDING TEAM BUILDS EXPERTISE



Whether it's among the world's boarding elite in Singapore or applying the skills in local waters, HMNZS MATATAUA's Deployable Boarding Team (DBT) is keeping up the momentum.

MATATAUA is developing a fully-equipped and qualified boarding capability, available at short notice for "fly-in, fly out" deployments to support a RNZN ship on operation, or the vessels of partner nations (see *Navy Today* June 2023).

Navy Today caught up with Lieutenant Jack Walters, Boarding Officer, as his team practised a Tier 1 (low threat) fisheries inspection on a fishing vessel in the Hauraki Gulf.

He and members of his team have recently returned from Singapore, after attending the South East Asia Cooperation and Training's (SEACAT) 'Visit Board Search Seize' workshop.

Led by the US Coast Guard, the workshop included modules on maritime law, enforcement, rights of approach and boarding, use of force and tactical combat casualty care.

The team were rubbing shoulders with some of the best in the boarding fraternity, including Royal Marine Commandos, French Navy Commandos and Singapore's 180 Squadron.



It was a first-time attendance for New Zealand, and LT Walters had wondered if the elite crowd would be a bit aloof.

“But everyone was interested to hear about us,” he says. “They were really open to supporting what we do. We got this really good run down about their practices and how they work.”

The trip included a visit to Tuas Naval Base, the home of 180 Squadron. “The Singaporeans were exceptional hosts, showcasing kit in current use, and very forthcoming in explaining rationale behind decisions made within personal safety and risk management areas.”

He says the DBT’s conduct, professionalism and camaraderie saw them make an excellent first impression and forge new friendships. “Other nations have expressed their

willingness for further collaboration. We’re now looking at the feasibility of exchanges and participation with Singapore, UK, Canada and the United States.”

The team didn’t feel under-par in comparison to other countries. “There were no real surprises, and that’s a good thing. We’re following good practice. Certainly, some countries are good at helicopter insertions, which we’re not looking at just yet.”

The boarding exercise in the Hauraki Gulf, with vessel Koolinda playing the role of a commercial fishing boat, was about training the team to support fisheries inspections.

“The DBT conducts regular and routine boarding continuation training based out of MATATAUA,” says LT Walters. “This could range from; familiarising

with new equipment, boarding theory instruction, and Critical Incident Management (CIMs) refreshers too all the way up to a full mission profile of a practical boarding scenario, even involving vessels at sea.”

Leading Electronic Technician Brendon Watts, a member of the DBT, says he is enjoying the challenges since completing the boarding course after posting to MATATAUA. “I was originally in the Army and have done more weapon handling, but this is very new to me and it’s pretty cool. Singapore was an awesome experience. We were with the epitome of boarding expertise, and we found a lot of what they did was transferable to us, and comparable with what we do. We’re on the right track. It would be a great opportunity to get exchanges with them.”



LT Pete Campbell RNZN handles the inventory as the RSA Christmas parcels are wrapped.



LTCDR Andrew Lincoln receives his first clasp to his NZ Armed Forces Award and the RNZN Volunteer Reserve Decoration from Chief of Navy Rear Admiral David Proctor.



Deputy Chief of Navy CDRE Andrew Brown greets Commanding Officer INS SAHYADRI, CAPT Rajan Kapoor at Defence House, during a visit to New Zealand of two Indian Navy ships, frigate INS Sahyadri and destroyer INS Kokata (visiting Auckland).

OUR P



WOCWS Wayne Dyke at the start of the production line for RSA Christmas Parcel preparation at the WASC David Field clubrooms near Trentham Camp, Upper Hutt.



WOET Dion Edwin receives his fourth clasp to his RNZN Long Service and Good Conduct Medal from Chief of Navy Rear Admiral David Proctor.



ACSS Hailey Gibbons helps with RSA Christmas parcel packing.



CAPT (rtd) Heide-Marie Stefanyshyn-Piper a former astronaut and US Navy Diving and Salvage Officer receives a gift from Devonport Naval Base Commanding Officer CDR Julie Simpkins.



WOWTR Lynette Bokany receives her second clasp to her RNZN Long Service and Good Conduct Award from Chief of Navy Rear Admiral David Proctor.



Newly promoted ASCS Kya Ratana-Keepa reads her Able Seaman's oath, while on board HMNZS TAUPO. Commanding Officer LT Samara Mankelow is in the background.

PEOPLE



OET Briana Robinson, BCT 23/02, prepares for a hard week coming up at Tamaki Leadership Centre.



MID Jessica Kingdon, JOCT 23/02, puts in to action what she's learnt during her Lead Teams course.



AMUS William Filimoehala plays the trumpet during the first unveiling of a plaque in New Zealand for a Cook Islands Coastwatcher at O'Neill's Point Cemetery, Bayswater.



RESERVE UNIT DELIVERS WEAPONS EXPERTISE

Navy Today editor Andrew Bonallack explores how HMNZS OLPHERT have established a team of experts, combining 'old school' expertise with new personnel to create the Naval Reserve Small Arms Training Team (NRSATT).

Step back four years to 2019 and Operation Hiki Ano, the Navy's concentrated effort to mitigate a substantial training backlog, is well underway. Defence Public Affairs and *Navy Today* have concentrated on the glamour options – HMNZ Ships CANTERBURY and WELLINGTON at sea, putting their crews through rigorous training – although coursework and classrooms on land get some publicity. It's an exciting time, with future HMNZS MANAWANUI having just arrived in New Zealand. Deployable personnel, fit for sea service, is a priority.

The ripe atmosphere of ticking as many boxes as possible lends itself to an innovation from the Wellington reserve unit, HMNZS OLPHERT. Weapons training and conversion to the Defence Force's newest rifle, the MARS-L, and the Glock pistol, needs to be accelerated across all of Navy. The Deputy Chief of Navy approaches HMNZS OLPHERT's



Commanding Officer, Lieutenant Commander Kerry Moloney VRD, RNZNVR, and asks the question: can you deliver weapons training?

LTCDR Moloney knew they had an older cohort of people in the Naval Reserves they could tap into, people with backgrounds in small arms maintenance and training like Weapon Fitters, Maintainers, Gunners. In particular, he already had a major asset in OLPHERT's coxswain and former shipmate, Chief Petty Officer Weapon Mechanic Malcolm 'Mack' Maclean.

Today, Mack is sitting opposite me in HMNZS OLPHERT's boardroom, in General Work Dress with a trade badge I've never seen before. From what he's told me, it's unlikely I'll see it anywhere else. He's probably the last person in the Navy sporting a Weapons Mechanic trade badge, although as it turns out, LTCDR Moloney once wore one as well.

CPOWM Maclean joined the Navy in January 1974, working on missile systems, 4.5" turret, mortars, hydraulics, small arms and torpedoes. "I was a nuts, bolts, oil and grease man. When fitters came along, it was oil, nuts, bolts, grease and electrical. Then turrets became automatic and maintainers additionally required electronics and the gunners disappeared as well."

On promotion to Petty Officer in HMNZS WAIKATO he became a Parade and Ceremonial instructor at HMNZS TAMAKI, then back to sea, then came to Wellington instructing armourers at the Trade Training School in Trentham. He's changed services, becoming a Staff Sergeant armourer in the NZ Army, then taking on various roles at Joint Forces Headquarters before changing back again to RNZN in April 2017.

He became coxswain of HMNZS OLPHERT – now moved to Petone from Wellington City after the Kaikoura earthquake – that year.

His background naturally lent itself to providing weapons training for HMNZS OLPHERT personnel, aided by a Commanding Officer who understood the business. And just as naturally, they began to build up a cohort of trained people. HMNZS OLPHERT became the obvious port of call if Navy personnel in Wellington needed to qualify annually or for operational deployment.

"And it just keeps getting bigger," says CPOWM Maclean. "We started providing training for reserve units HMNZS PEGASUS (Christchurch) and HMNZS TOROA (Dunedin) at ranges in Christchurch."

Operation Hiki Ano was the critical moment, he says. "Because of my background, it was suggested I go to Auckland to help the Small Arms Training Unit. I said I'm happy to do that, but why can't we do it here? So we ran live firings weekly, sometimes twice weekly."



With Navy senior leadership concentrated in Wellington, the unit's success – and convenience of location – got noticed. “At the end of Hiki Ano, they were pretty happy with what we achieved. We then got formal approval from Fleet Personnel & Training Organisation to provide weapons training for the Wellington region.”

Today LTCDR Moloney is the Officer in Charge of the NRSATT, which provides weapons training and Subject Matter Expert personnel to fulfil the reserve force requirements around the lower North Island and South Island, as well as needs of the Navy's regular force personnel based in Wellington.

But the client base and service goes much wider than that. It includes Army reserves, Ministry of Defence, Military Police, regular NZ Army and the Royal New Zealand Air Force, HQ JFNZ, Reserve and Regular Force Basic Common Training and Junior Officer Common Training courses. If the Navy's Small Arms Training Unit in Auckland (SATU) needs more personnel, members from LTCDR Moloney's team could be sent up for a week to support. The expertise is shared around; the unit could be asked to supplement the Air Force or Army in a shoot, and in turn they support HMNZS OLPHERT when needed.

The NRSATT offers monthly weapon stripping and dry firing tests, MARS-L ceremonial drill, biannual Annual Weapons Qualifications at Burnham Military Camp and RNZAF Base Ohakea, small arms weapons familiarisations to NZDF stakeholders and (in the future) the running of intership and interservice competition shoots.

Both LTCDR Moloney and CPOWM Maclean know a lot of people with useful backgrounds in all three services, and have been steadily training more. Today there's around 40 personnel the pair can call on for various duties, such as Range Conducting Officers, Officers in Charge (of a shoot), medics qualified

in trauma first aid, as well as 'butt parties' – personnel who handle the targets at the various ranges.

For reservists, it's an interesting add-on to their mainstream duties, usually the shipping intelligence work of Maritime Trade Operations (MTO). Joining the NRSATT means new skillsets, both technically and in leadership. “Reserve units don't have boats and if new reservists come into this from the civilian world, they move into MTO. So when we ask if they want to become part of the team, they say, hell yes.”

One of the biggest pluses HMNZS OLPHERT offers is flexibility. People about to deploy have to be in date regarding weapons qualifications – it can't expire while you're away. “I can have regular force personnel in Wellington ring me up and say, look Mack, I'm down for deployment to wherever, and I'm not qualified. What have you got coming up?”

Both LTCDR Moloney and CPOWM Maclean can get this query at the highest level, from commodores who struggle to fit their Weapons Qualification requirements into their day jobs. “There have been times when I've arranged a shoot for a small group of personnel,” says CPOWM Maclean. “Or, if the Chief of Navy or Deputy Chief of Navy asks for a slot, I'll arrange a date to suit and advertise widely to then fill the firing details up.” That's when the WGN.ALL emails start appearing in people's inboxes.

“It's gone really, really well,” says LTCDR Moloney. “It's generated a lot of interest. Commodore Andrew Brown (Deputy Chief of Navy) came on a shoot and did well. Commodore Mat Williams said recently he was rapt seeing three services working as one, with Army shooting coaches on an Air Force base with Navy staff. We can't do this without our friends in the Army and Air Force. We supplement them and they reciprocate.”



It's built up the morale in the Reserve Force.

LTCDR Moloney

He is particularly grateful to Officer Commanding TRSC, Major Jim Maguire and the Trentham Range NCO, Staff Sergeant Wayne Higginson, for their close support, and the financial assistance from Naval Staff to procure shooting equipment.

“There's also the divisional administrators – Kat Cutts (OLPHERT); Adele Le Trobe (NGAPONA); Dianne Fowler (PEGASUS); and the coxswain of TOROA, Chief Petty Officer Chef Tina Scadden, who conduct a myriad of tasks, travel, accommodation, pay and pay sheets on behalf of the NRSATT – their assistance is vital to our output.”

For LTCDR Moloney, he sees a lot of people with new roles and a purpose in the Defence Force. “It's built up the morale in the Reserve Force.”

CPOWM Maclean and his team do a lot of mentoring and they take as many Range Conducting Officers as want to come to shoots. “We want to have depth and we want to do a good job. Long may it continue.”



FOR MORE INFORMATION

Contact your NZDF health provider via local Defence Health Centre or via 0800 268 437.

www.accsportsmart.co.nz/concussion/

www.acc.co.nz/preventing-injury/traumatic-brain-injury-tbi/

Looking after your brain during military service

■ By Colonel Charmaine Tate

Why is brain health important?

Brain health impacts many areas of your physical and mental wellness. Your brain function is finely tuned to perform optimally, and sometimes even minor disruptions through injury or illness will have a profound effect on your quality of life.

Injuries or impacts to your brain can be challenging to recover from and will affect many areas of your life, and that of your whānau. Tasks important to being an effective service member, such as decision making, problem solving, impulse control, attention span and reaction time, can be negatively impacted by poor brain health.

Preventing injury to your brain and adopting habits that protect the health of your brain is a valuable approach, especially for service people.

What are hazards to brain health?

Unforeseen accidents can result in direct brain injuries. Activities such as contact sports can also injure the brain, either through repeated mild blows that you seemingly recover from, or through significant collision and head injuries.

The most frequent causes are motor vehicle accidents, then falls and contact sports. In the Aotearoa New Zealand general population, motor vehicle accidents, falls and assaults are common causes. Twenty percent of Traumatic Brain Injury in Aotearoa is from sport-related activity.

Some military weapons systems have been shown to generate sufficient force that can generate a hazard to your brain in the same way a minor direct blow to the head might.

Weapons that concentrate a large amount of force, either through pressure (such as that given off by explosives) or from repeated movement effect (such as recoil from high calibre weapons) can effectively disrupt your brain similar to a minor blow, shake or jolt.

In the training environment, these effects happen at a low level. A single exposure to a pressure or recoil effect is not likely to affect your brain. When this hazard is repeated too many times in a short time frame, without time to recover, the effect could be hazardous to your brain health.

Research is still ongoing to learn more about these military hazards. Weapons systems in the Defence Force such as explosives and high calibre weapons have safety guidelines around them to significantly reduce cumulative exposures and to monitor effects on personnel. This ensures that the Defence Force can prevent hazardous exposures before they affect the health of operators.

Some substances can also be toxic to your brain, the most common one being alcohol. Drugs can also damage and contribute to cumulative poor brain health.

What symptoms should I be concerned about?

Memory, balance, concentration, headaches, hearing problems, sensitivity to light, fatigue, and irritability are all common symptoms of poor brain health.

However, many of these symptoms however overlap with other more common causes.

Similar symptoms occur in mood disorders (such as depression and anxiety), post viral infection complications (such as long Covid), metabolic problems, obstructive sleep apnoea, and medication side effects.

It is critical that if you identify troublesome symptoms, you seek health support to assist in finding the cause and assisting recovery for the issue.

What can you do to protect yourself?

Try to prevent injuries or insults to your head and brain health. Consider that any brain injury, even a mild concussion, can have an ongoing impact, especially if you get subsequent injuries over your life time.

Seek health support after every mild head injury. Pay attention to stand down times for contact sports and get clearance from a health professional if you want to return to play and to full military activity after a head injury.

Minimise exposure to toxins that can affect your brain health, such as alcohol and drugs.

Make sure you are familiar with the hazards of any weapons systems or military activities that you are exposed to. It is recommended to not expose yourself to brain health risk from several sources at the same time i.e. if you are doing training with a weapons system that has hazards to your brain, take a break from contact sports and alcohol during your training period.

What do you do if you are concerned about symptoms?

If you have symptoms that are concerning you or your whānau, it is important that you seek a health professional's opinion. There are a range of conditions that can cause symptoms similar to brain injury and it would be important to identify exactly what is going on with your health so that the right treatment can be initiated.

If you are an instructor or leader for an activity or training serial, make sure you understand the hazards involved and have an effective risk management plan to mitigate those hazards. Encourage your people to speak up with concerns and involve health providers early to assess anyone with concerning symptoms.

ENGINEER SEES SHIPS COME AND GO IN A PLACE CALLED HOME

Steven Bradley often thinks about that arrival in New Zealand, and first coming out of the doors at Auckland Airport. “Seeing that big blue sky, it had that vibe, that feeling of coming home.”

Warrant Officer Marine Technician (Propulsion) Bradley recently received his fourth clasp to his RNZN Long Service and Good Conduct Medal, symbolising 42 years of unblemished service to the Navy. That includes his service in the Royal Navy, prior to his emigration to New Zealand with his family in September 1991, making it 46 years in total.

He comes prepared for the interview; his folder of his Navy journey is meticulous, and clearly speaks to an engineer’s knack and fondness for assembling operating manuals. The folder starts with his certificate of service for the Royal Navy.

Originally from Basildon in Essex, he joined the Navy at age 17 out of sixth form. “I remember saying to my Dad, I fancy going to Art College. He said, let’s go and see recruiting.”

WOMT(P) Bradley’s Royal Navy career, starting in October 1976, includes service aboard HMS ARK ROYAL, an aircraft carrier with more personnel than the entire Royal New Zealand Navy. He married wife Glynis and moved to Devon, seeing both his daughters born but spending months at sea while they were growing up. He

went to the Falklands in his favourite ship, HMS AJAX, a few months after the war. “Everyone still believed the Argies had submarines around, and everything was still on a war footing, with defence watches the whole time we were there.”

He’s a committed rugby man, having played for his team in Tavistock. He helped build the rugby club and that was the venue for the family’s leaving do. But rugby was one of the inspirations for coming to New Zealand. “I can still remember being on a Royal Navy ship HMS HECLA in Cardiff, when the All Blacks were playing Wales. It was 1989 and I vividly remember the front page of the newspaper, showing a picture of Buck Shelford, and I was thinking, how can you stop this man?” (The All Blacks, with Shelford as Captain, defeated Wales 34–9 during an unbeaten tour of Canada, Britain and Ireland).

WOMT(P) Bradley and his wife saw New Zealand as a good place to be. “I wanted to take my family somewhere better than the UK,” he says. “At the time, the eighties were a pretty dark period in Britain. Things seemed colourful – everyone was wearing pastel and you had Live Aid, but unless you were in the south of England, jobs were hard to come by. I thought there had to be more to life than this.”

His wife was keen. “Neither of us had been to New Zealand before. We had seen the obligatory books about sheep and mountains. But she was the driver. I thought it was a challenge and if it didn’t work out, we could go back.” At the time the children were five and six.



Coming to New Zealand, the feeling of familiarity for then Petty Officer Bradley (he had dropped a rank) wasn’t just at Auckland Airport. “The ships were like going back in time. The last Leander frigates I had been on were in the early eighties. I came to New Zealand and here were four pristine Leander-class frigates around the south jetty. They were in such good nick. My first ship was HMNZS SOUTHLAND, which we ran to the end. I’ve got great memories of that ship, and it was the first New Zealand warship to have women on board.”

He got his “buttons” back (Chief Petty Officer) and served in HMNZS CANTERBURY in the Arabian Gulf, picking up his NZ Operational Service Medal. He went to logistics vessel HMNZS CHARLES UPHAM, an ill-conceived purchase for the Navy but a ship he helped convert back to civilian use, something he’s proud of.

His postings to tanker HMNZS ENDEAVOUR, as a Warrant Officer and Deputy Marine Engineer Officer, is something he remembers fondly. “I had a great time in ENDEAVOUR, keeping the thing going, basically looking after everything that moved and rattled.” He’s had several stints with the ship in his career. “I always went back to that ship.”

Above: WOMT(P) Steven Bradley receives his fourth clasp to his RNZN Long Service and Good Conduct Medal.

Opposite page: WOMT(P) Bradley’s original Certificate of Service, Royal Navy; Chief of Navy Rear Admiral David Proctor presents the fourth clasp; WOMT(P) Bradley and his wife Glynis.

ROYAL NAVY CERTIFICATE OF SERVICE

5.459 (REV. MARCH 1974)

ANY ALTERATION MADE WITHOUT THE AUTHORITY OF THE OFFICER IN CHARGE WILL RENDER THE OFFENDER LIABLE TO SEVERE PUNISHMENT.

Christian Name(s) **BRADLEY. STEVEN.** Man's Signature on Discharge to Pension **WILLIAM**

Religious Denomination **CHURCH OF A**

Nearest known Relative or Friend: Relationship **WIFE** Name **Mrs. GLYNIS BRADLEY** Address **33 SYCAMORE AVE BISHOPS MEAD TAVISTOCK DEVON Tel 6**

PERSONAL PARTICULARS

Town or Village **WESTERN** County **ESSEX.** Civilian Occupation **SCHOLAR.** Date of Birth **25 MARCH 1959** (CHELMSFORD)

Health Service No. **PEMS. 224.** Security No. **WE 51 63 10 B.** No. **7684976A** Date Issued **4 JUL 75** **538132** **4964020 493147**

PERSONAL DESCRIPTION

Complexion **FRESH. SCAR OUTE**





We were keeping a very old ship, a single-prop, single rudder, single skin oil tanker, going. It was the ship that battled, right up to the end, 10 years past her use-by date. A big ship with a small ship's company, we would all work together. It needed a whole ship's company to fuel another ship. I'm very proud of those times."

From 2005 WOMT(P) Bradley was deeply involved in Project Protector, first with the construction of the four Inshore Patrol Vessels in Whangarei. "There was huge pride in New Zealanders building these ships for New Zealand." The IPV's had steel hulls and aluminium superstructures, requiring a special explosion welded joint to join the two metals together (superstructure and hull), Stir friction welding was used to create the superstructure, which gives it its extreme strength and smooth lines.

"Welders came from all over the country, and this was cutting-edge technology in the 2000s. We spent four years in Whangarei, and it's the last time a Navy ship has been laid down, constructed, fitted out, and sea trialled in New Zealand. I've crawled into every space in those ships, been on the testing and trials of each of them, and delivered them. Those ships, and my time in ENDEAVOUR, are definitely high points." His work delivering the IPV's would earn him a Chief of Navy commendation.

He has since had short stints in IPV's HMNZ Ships TAUPO and HAWEA at times when they were lacking engineers. He was in TAUPO when the ship went to police the waters around the grounded merchant vessel MV Rena, in 2011.

He got involved with the Protector Remediation project with two major changes to HMNZS CANTERBURY. The ship had 200 tonnes of solid ballast added, welded in plates, to calm the ship's roll, and his team came up with a solution for the unsafe lifting of the ship's Landing Craft. "The LCMs used to be lifted with four steel strops. Due to the single point lift from the ship's crane and movement of the ship the huge double pronged hook would be uncontrollably swinging around, and these four poor soldiers had to try to lift and lasso the hook with four heavy metal strops. So we came up with the idea of lowering four Kevlar strops on the hook, into the LCM (Landing Craft Marine), then the soldiers would loop the strops over four custom-built staghorn bollards welded into the LCM deck structure to lift the LCM back on board. I'm very glad it worked."

He has a special mention for his daughter Alison, who set a world record running across the United States in 2013. "Her friend had moved to Los Angeles and they conjured up this idea. She did it mostly unsupported. ENDEAVOUR's ship's company helped me raise the money to get me to the States and I met

Alison at Albuquerque, New Mexico. We went from there to the finish in Los Angeles." It took Alison 68 days, one less than the record.

In 2019, tests showed he had a suspicious shadow on his brain. He got bad news and good news. "There's a tumour, but there's a treatment," said his doctor. It was a tumour the size of a walnut. He endured a chemotherapy regime so strong he had to learn to walk again. "I needed a walking stick for three months while I built myself up. The tumour now appears to have gone."

Today, WOMT(P) Bradley is working in Defence Equipment Management Organisation (DEMO) in Trentham, as the Business Change Manager.

"New Zealand was just a better place to come. Our children are grown, we have two grandchildren now." When it comes to Lions tours, his home has been a base for his 'barmy Army' friends from the UK.

"My wife often says, as soon as we arrived in New Zealand, seeing that big blue sky, we just felt at home."

Above: An LCM is lifted aboard HMNZS CANTERBURY - note the Kevlar straps connected to a single hook; The Inshore Patrol Vessels under construction in Whangarei in 2007; Members of the Ship's Amphibious Load Team (SALT) prepare an LCM for a lift.

GETTING TO GRIPS WITH THE SUPPLY TRADE

Those who opt for a career as a Logistics Supply Specialist will have nine weeks of training following their graduation – and more if a driver’s qualification is needed.

Leading Logistics Supply Specialist Brons Lolesi, who runs the Able Logistics Supply Specialist course, says the nine weeks involves basic principles of materiel management, various logistic roles on ship and ashore, Navy supply processes, different applications and inventory management systems used at sea and ashore, freight management and hazardous substances. “There’s also a forklift operators’ course,” he says.

The ALSS 23/02 course, from June to August, had four new recruits and three sailors undertaking a trade change.

In the future the course will be a week longer and include driver training, says LLSS Lolesi. “A lot of the younger sailors are joining the Navy with Learners or Restricted licences,” he says. “You really need a full licence – without it you can’t drive NZDF vehicles. Part of our job is driving trucks to uplift and deliver stores to and from the Naval Supply Depot.”

He says the additional week will be used to help personnel work towards getting a full licence or, if they have that, start training to get their Class 2 truck licence.

“The students had an opportunity to visit Royal New Zealand Air Force base in Whenuapai. During their visit, students were fortunate to see Whenuapai Main Store, Transit Section and Air Movements. A benefit for the students was giving them the exposure to make that connection with RNZAF Base Auckland and the Navy.

“Another opportunity was a day trip out to the head office and distribution centre for NZ Safety Blackwoods in South Auckland. NZ Safety Blackwoods is one of the NZDF’s main suppliers for general consumables like safety equipment, engineering consumables, paints and tools. Students were able to see the inwards, outwards sections and observe similarities and differences between military and civilian suppliers.”

All seven students worked hard and passed the course, he says. “They are now on the next part of their learning journey, confirmation of learning through task book training at the Naval Supply Depot and ships. These visits to civilian and military suppliers provided a new way to deliver learning and also to build future connections. I am grateful for the opportunity and experience we had to visit RNZAF Base Auckland and NZ Safety Blackwoods, and I look forward to planning more trips in the future.”



Above: OLSS Hosea Telefoni; OLSS Paige Cox (back) and OLSS Makuini Robust; OLSS Erika Tinomana; OLSS Paige Cox.



INVICTUS DYNAMICS



Invictus Games athlete David Sanderson's long jump is spectacularly captured in a time-lapse by NZDF photographer Corporal Sean Spivey. Sanderson, a former Royal New Zealand Navy Logistics Supply Specialist, competed in athletics and indoor rowing at the 2023 Invictus Games in Germany.

**INVICTUS
GAMES**
DÜSSELDORF 2023

“

I'm immensely proud of their ability to push through the challenges each have. They turned up and just smashed it, with many achieving personal bests beyond what they first thought capable.

Team Manager,
Commander Julie Fittell



INVICTUS GAMES SUCCESS

LPTI Jack Church with his gold medal and T-shirt dedicated to his donor, Joshua Heath.

Leading Physical Training Instructor Jack Church, who had a heart transplant at the age of 26, said his thoughts at the Invictus Games start line were for his heart donor, 19-year-old Joshua Heath.



He would go on to win gold in the 100-metre sprint, one of five medals picked up by the 21-member New Zealand Invictus Games team in Düsseldorf, Germany, last month.

“I want to be able to tell my story and prove to people that just because I nearly died doesn’t mean that I’m out —the body achieves what the mind believes,” he said.

The Games are the only international adaptive sporting event for wounded, injured and ill active duty and veteran service members—using the power of sport to inspire recovery and support rehabilitation.

Flight Sergeant Stacey Adam and Staff Sergeant Melissa Hansen won silvers in discus and powerlifting respectively.

Able Communication Warfare Specialist Paulette Doctor, who was the team’s flagbearer and a double breast cancer survivor, achieved the last of New Zealand’s five medals – a bronze in table tennis.

“Invictus means so very much to me, it’s helped me out of dark times and continues to uplift me when I’m low,” AWCS Doctor said.

“It fills my cup more than I think I deserve and for that I am so grateful and honoured.”

Team manager, Commander Julie Fitzell, said the Games had been life-changing for many.

“I have witnessed confidence, joy and strength grow within the team,” she said.

“What shone through at the games and made our Kiwi team so special was our united strength—bonds created that will live well past the games. They had each other’s backs and trusted each would catch the other if they stumbled.”

Top: Gold medalist Jack Church and competitors.

Left: Paulette Doctor.

Jack Church (centre) breaks off of the blocks.



THE GAMES INVOLVED AROUND 550 COMPETITORS FROM 21 NATIONS COMPETING IN 10 SPORTING DISCIPLINES. THE NEXT INVICTUS GAMES WILL BE HELD IN WHISTLER-VANCOUVER, CANADA IN 2025.

PROMOTIONS:

Congratulations on your promotion
(To 18 September 2023)

ASCS Te Matauranga Akuhata
CPOMT(L) Kenny Armstrong
A/LCH Janelle Barnhill
POLSS Anita Berry
LT Jessica Bewick
AMT(P) Alex Boys
A/LMT(P) Matthew Breen
AMT Reuben Campbell
A/LMT(L) Kaitlyn Collins
LTCDR Kelsey Crew
WOCWS Neil Cundy
A/LT Holly Edmonds
POYDS Misi Faleofa
ENS Elliot Hails

A/LTCDR Simon Hall
POCWS Patrice Jackson
A/CDR Andrew Jameson
A/LTCDR Jerry Kemp
SLT Ji Nan Lin
SLT Christian Lloyd
LTCDR Stephanie Luiten
WOMT(P) Wayne Mills
AHSO Stevie Morrison
LCWS Michael Norris
A/CAPT Mike Peebles
A/LTCDR Owen Peters
LTCDR Bryden Reay
CAPT Owen Rodger

LTCDR Jesse Samuel
WOPTI Wade Sharland
A/POLSS Laken Skipper
LHST Dominique Telfar-vals
ASCS Blair Thomas
LCT Eliza Thomson
LPTI Kiwi Tipoki
WOEWS Lafaele Tugaga
CPOMT(L) Mathew Wakefield
WOMT(P) Nigel Walker
LT Charles Ward
ADR Jordan Wareham
CPOMT(P) James Wood



Te Hāpua Kuranga O Te Ope Kātua
New Zealand Defence College

VOLUNTARY EDUCATION STUDY ASSISTANCE (VESA)

Semester Three/Summer School, 2023 applications are being accepted. You may submit your request for funding within 90 days of your study start date. Apply online (ILP) at Training & Education, New Zealand Defence College (NZDC), Learning Toolkit VESA Application (e-form).

Applicants should be aware of their responsibilities prior to making an application, IAW Defence Manual of Learning (DMoL), Part C, Chapter 2: Voluntary Education Study Assistance. This chapter of the DMoL and its subordinate process manual, replaces SADFO 3/2016.

Other than a new policy to govern eligibility and study criteria, as mentioned above, VESA has:

- Increased postgraduate and undergraduate funding limits
- Introduced the option to study micro-credentials at Level 4 or higher, that sit on the New Zealand Qualifications Framework

Prior to starting the application process, applicants are to:

- Confirm the level of study is right for them with Defence Learning, NZDC
- Advise their 1-UP of their study intentions
- Provide supporting paperwork including study documentation from the official learning provider website (ready to attach to your e-form application)

Contact your local Adult Learning Tutor, Defence Learning, who can assist you with your application. If you have any queries, please email our Tertiary Services & Support Advisor at nzdclearnvesa@nzdf.mil.nz





Happy Birthday, Royal New Zealand Navy

The Royal New Zealand Navy celebrates 82 years old this year.

In 1941, at the request of the New Zealand government, the King approved a proposal to make New Zealand's Naval Forces the Royal New Zealand Navy. This was passed on October 1, making New Zealand ships "HMNZS".

This year's celebration included a morning Church Service at St Christopher's Chapel at Devonport Naval Base and an evening function at the Museum of the Royal New Zealand Navy in Torpedo Bay.

A Sunset Ceremony, the lowering of the flags, was performed, supported by the Royal New Zealand Navy Band.



As is tradition, the birthday cake is cut with a sword, with the most junior and most senior persons present doing it together.

The service was repeated in Wellington, involving the Naval staff of HMNZS WAKEFIELD from Headquarters Defence Force and naval personnel based at Joint Forces Headquarters. The service, at St Andrew's on The Terrace, had another cake cutting and featured presents of artwork, courtesy of official Navy Artist Colin Wynn.

We'll explore the artworks in more detail in the November edition.



