

NAVY

T O D A Y

SEASPRITE IN
THE MOUNTAINS

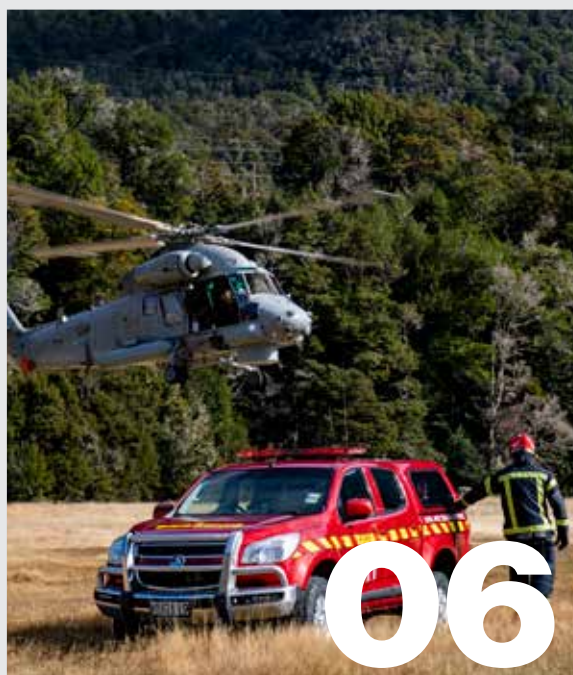
HYDROGRAPHICS
IN THE SOUNDS

WET BELL
OPERATIONS



Contents

- 06 Seasprite in the mountains
- 13 Whakaari/White Island commendations
- 14 Hydrographics in the Sounds
- 20 Wet Bell capability
- 25 MATATAUA visits home town
- 28 Anti-drug team
- 29 Just too late to fight
- 32 10th Anniversary Navy Museum
- 35 15 Rounds



“At sea level, life is pretty easy. Up at altitude, you run out of power. It’s a heavy aircraft and you’ve got to be alert.”

~ LTCDR David Roderick, Pilot No. 6 Squadron



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:
At the helm controls of HMNZS MANAWANUI, during Officer of the Watch manoeuvres with HMNZS AOTEAROA.

Photographer:
CPL Vanessa Parker



NZNavY navy.mil.nz



NZDefenceForce



New Zealand Government

Yours Aye

Deputy Chief of Navy



“We have been led, we lead and when times are tough, we come together in trust and in respect of and for each other to achieve the mission in front of us.”

This month we celebrate the 25th year since publishing the first edition of *Navy today*. The first edition included stories on the procurement process of the Anzac frigates, fleet movements, global events and sports. I want to acknowledge all those who have been a part of bringing together the *Navy Today* over the last 25 years. It is an important way for Navy to connect with our sailors past and present, as well as whānau and friends who are both near and far, and many others who have an interest in our Navy.

I had the privilege of attending the graduation for our newest sailors this month. Women and men from all around Aotearoa, New Zealand from different backgrounds, different views and with different strengths. It was amazing to see how they have come together in a single purpose – to serve in our Navy. They now stand on the shoulders of all those sailors who have been before, those sailors who also came from different backgrounds, who had (and still have) different views and who had different strengths. What doesn't change from one generation to the next is the purpose – we all have served and continue to serve our Navy. We have been led, we lead and when times are tough, we come together in trust and in respect of and for each other to achieve the mission in front of us.

It is always a pleasure to meet the whānau and friends of our new sailors and to feel the pride emanating from them during and after the parade. I first attended a Navy graduation parade back in 1986 when my brother graduated as an Ordinary Radio Operator. I was still at school but I remember clearly the day at the Fort Cautley parade ground at Narrow Neck and the pride my parents felt for my eldest sibling. My brother became a part of the Navy whānau and when my father passed away a few years later while my brother was deployed overseas, I remember the strength of support from Iwi Heramana that helped my whānau during the grieving process. That strength of support still remains, and I am both humbled and proud by what I see from both our current and ex-sailors to support each other through the good times, and the bad.

He hono tangata e kore e motu; ka pā he taura waka, e motu.

Unlike a canoe rope, a human bond cannot be severed.

I hope you enjoy this month's *Navy today* and may the next 25 years of *Navy Today* continue to keep you updated on what your Navy is doing.

Commodore Melissa Ross
Deputy Chief of Navy





YOU CAN'T BEAT WELLINGTON... ON A GOOD DAY

The capital turned on the charm for HMNZS AOTEAROA's first ever visit during 19–25 May. While nothing like the ceremony of her New Plymouth homeport visit in April, AOTEAROA's dance card was fully booked, welcoming visitors from HMNZS WAKEFIELD's Naval Staff, Government and industry, many of whom played a part in her realisation. Defence Public Affairs held an online competition for the Wellington public, with over 100 lucky winners getting a personal tour of the ship during the weekend.



SEASPRITE IN THE MOUNTAINS

A Navy Seasprite in a mountain valley is like a seagull in the alps. It's not the most natural fit, but sometimes it's necessary.

Navy Today meets all the moving parts of Exercise Bluebird, No. 6 Squadron's training exercise for operating in high country.



It could not be a more perfect day at Dip Flat in the Wairau Valley, Marlborough. Rainbow Road and the valley seems almost non-stop, and if you were in the right mood (and in a very robust 4x4), you could drive to Hanmer Springs.

An RNZAF fuel truck and utility vehicle come to a dusty halt on either side of the gravel road, in a wide open plain of grass. A Holden Colorado Rapid Intervention Vehicle neatly bisects them, pulling up ahead. A little further on, two large communication masts can just be seen in front of the collection of basic cabins and facilities that make up RNZAF Dip Flat.

Somewhere in the mountains a SH-2G(I) Seasprite helicopter, on its way from RNZAF Base Woodbourne, is traversing the ranges. On board is a Navy loadmaster, instructor pilot and a 'student' pilot, the latter learning about the vagaries of wind direction around mountains and valleys, and the new, tighter limits on power when you're operating over peaks that are 6,000 feet high.

LAC Jacob Hensley and LAC James Meulenbroek, from the RNZAF Auckland Fuel Operations Unit, have driven down from Auckland for the week-long exercise and are commuting every day, from Woodbourne, to Dip Flat. They walk the fuel hose out to the expected landing site, and get the earthing cables ready so that all elements of the operation – truck, helicopter and fuel hoses – will be appropriately earthed against any static sparks.

The fuel truck can take 11,000 litres of aviation fuel, and it's got about 7,500 litres in the tank. LAC Hensley and LAC Meulenbroek prepare for a 'hot fuelling' process, meaning the Seasprite will land, refuel and swap out aircrew without shutting down the aircraft. It's efficient, but precautions

have to be taken. The pair are covered from head to foot in uniform, face coverings, goggles and helmet, all protection against fuel splashes and fire – and a respite from the sandflies.

The pair have brought their own cylinder containing 50 litres of AFFF fire-fighting foam, but that's trumped by the Rapid Intervention Vehicle. Woodbourne-based firefighters Airman Sara Farrell and Corporal Anton Riefler unroll their firehoses and suit up, waiting for the Seasprite to arrive.

"We're full-time 'firies'," says AC Farrell. "We're here in case anything sparks up. We would normally have an Air Flight rescue truck, but this Rapid Intervention Vehicle provides fire cover. We have 200 litres of pressurised AFFF foam, and a 9kg dry powder extinguisher." She drops to one knee, fire hose ready, as the Seasprite appears above the bushline.

The din is incredible and ear-protection is mandatory. No-one can move sensibly against the downdraft, which eases once the Seasprite is on the ground. All movements to and from the aircraft, in a narrow corridor forward, are controlled by the pilot. The loadmaster holds her arm out, thumbs up, but doesn't move until the pilot acknowledges it. She retrieves the fuel hose and drags it down past the helicopter's side door, connecting into the fuel outlet.

It's the same with the crew change-over – walking forward, an arm held out, thumbs up, but they can't get close until the pilot repeats the gesture. As the crew crosses over, there's an obligatory fist-bump. The loadmaster checks the quantity of fuel, and alternates between a cut-off movement of her arm (stop flow) and a winding motion (resume flow). The fuelling team repeat it back.

“We maintain location status for the aircraft, and we get an update every 30 minutes. They could communicate with Auckland, but once you’re in the valleys you lose that. We can get better comms for them right here.”

~ Corporal Dion Hemmes, handling the comms for Exercise Bluebird





The fuel truck's digital counter clicks over to 965 litres. The loadmaster gets the hose out of the way and then it's her turn to swap out. The departure is a repeat of the arrival – the ground teams brace themselves against the din and the downdraft, and then the helicopter is gone from sight. The sandflies begin biting again.

There's more to explore. A team from No. 230 Squadron, out of RNZAF Base Auckland, have established a bespoke communication station 200 metres away, as a means of maintaining contact with the helicopter. There's three eight-metre masts, a satellite dish, generator and a command centre – largely contained within a Pinzgauer truck and tent.

Corporal Dion Hemmes says it takes about three hours to set up. "We maintain location status for the aircraft, and we get an update every 30 minutes. They could communicate with Auckland, but once you're in the valleys you lose that. We can get better comms for them right here."

"We've got Very High Frequency, High Frequency, and use Near Vertical Incidence Skywave (NVIS)." The latter doesn't require line-of-sight, but sends signals upwards to bounce off the ionosphere and back to a receiver – a handy tool when you're deep in a valley.

The satellite dish utilises super high frequency and gives the team internet capability. "In fact, this is a pretty small, basic setup for us. A bigger setup would involve two satellite dishes, and a full IT setup which can support up to 50 users."



Back at the landing site, the personnel on the ground are filling in the time with a survival training refresher.

Sergeant Jade Washer and Corporal Renee Thyne, from the Survival Training Centre, Whenuapai, are specialists in SERE – Survive Evade Resist Escape. The team practise with PRC 112-G Combat Search and Rescue radios, a useful piece of kit with built-in satellite GPS communication with text messaging to satellites, as well as line-of-sight communication and a portable locator beacon. The scenario is they've been sent coordinates of an airdrop of food and first aid gear, and they have to home in on it among the trees.

"It might have been a few years since they've touched this piece of kit," says SGT Washer. "It's a great thing to do while they're on the ground. This kit is used all around the world, and gets used by anyone that could suddenly end up in a point of isolation. We give them the skills, the knowledge and the confidence."

Left: POHLM James Drain at the door of the Seasprite while airborne.

Middle: Left to right - LTCDR David Roderick, CPOHLM Dougie Greig, LHLM Rick Gurnell and SGT Jade Washer (SERE).

Right: Firefighters at the ready in case of an emergency as the Seasprite lands.



It's been a good week, says Lieutenant Commander David Roderick, No. 6 Squadron Executive Officer and pilot instructor, and he acknowledges the support that makes Exercise Bluebird possible – the RNZAF maintainers, communication specialists, fuellers, firefighters and the bonus of the Survival School. “We can't do this alone,” he says. They expect to do another Bluebird later in the year. Normally it would be one large exercise.

“We're doing two smaller exercises because of COVID-19,” he says. “When we get sent to a different locality, we treat it like we're coming from Level 2 Auckland, so we try and minimise our footprint. So we've only got 40 people involved.”

The training is valuable for aircrew who are used to flying at near-sea level. “What we've found is, while there are no mountains in the sea, we can get into mountainous terrain in places like Campbell Island or Raoul Island. We need our crews to know

the techniques when they are flying in adverse, variable winds. You can have winds going from one direction 10 minutes ago to another, and this teaches the crews what to expect.”

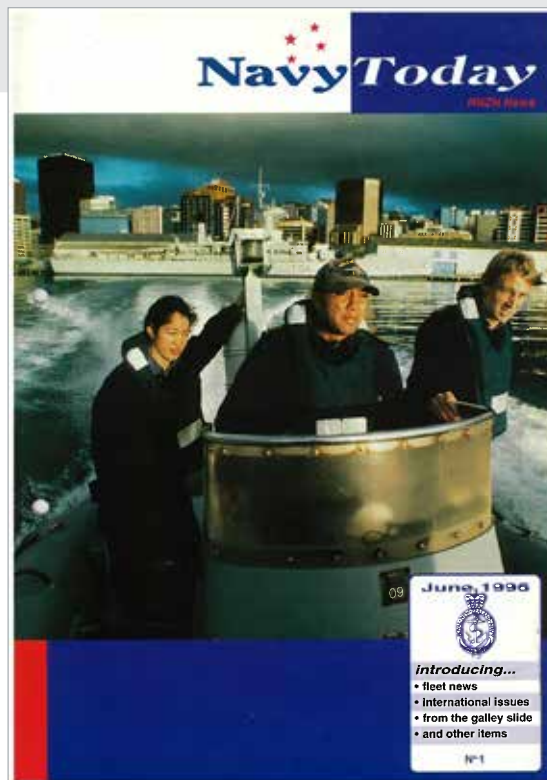
In fact, the winds have been very light this time around, but that helps in other ways. “When the winds are light, you find out the limits of the aircraft in thin air. We're quite heavily loaded, and that's an issue at six or seven thousand feet. At sea level, life is pretty easy. Up at altitude, you run out of power. It's a heavy aircraft and you've got to be alert. But it's definitely fun, and we get quite good at it.”

“What we've found is, while there are no mountains in the sea, we can get into mountainous terrain in places like Campbell Island or Raoul Island.”

~ Lieutenant Commander David Roderick

NAVY TODAY TURNS 25

In June 1996, the first-ever edition of *Navy Today* entered the fleet.



Editor Andrew Bonallack

It was small to begin with – just 12 pages. Described as a “family newsletter”, it was produced within the Navy under an editor, Naval Corporate Reputation Manager Jo Bunce, Naval Staff, and supported by Lieutenant Commander Bill Morley, Naval Public Relations Officer. Defence Public Affairs didn’t exist then, and the magazine was going to depend heavily on contributions from the fleet.

But it was more than just a newsletter. At the time, Chief of Naval Staff Rear Admiral Jack Welch was concerned about the limited knowledge the public had about the Navy. Two enormously expensive platforms, HMNZS TE KAHA and TE MANA, were about to join the fleet, and Naval Staff realised that the Navy’s usual practice of being out of sight at sea did little to bolster public support for an expensive service. It was an uneasy time for Defence in the 1990s in terms of money and public sentiment, and the Fourth National Government, beset with budget concerns, was not enthusiastic about Defence spending or purchasing a third Anzac frigate from Australia.

So, the heady notion of ‘PR’ or Public Relations was being pushed, with a PR Plan posted as a Navy Order. The objectives – which seem obvious today – included finding Naval activities with PR

value and achieving a greater public awareness of what the Navy did. The novel nature of ‘PR’ seems to be exemplified in RADM Welch’s message in his first ‘Yours Aye’: “As you are going about your daily work, don’t be alarmed if there is a camera focusing closely on you or if there is a PR person asking apparently stupid questions”.

Back then, it was all about word processing, film prints and printing plates. The front cover of the first image shows three HMNZS WELLINGTON personnel, ORO Jerildine Stevenson, LSSN2 Bob Hewitt and LSG Wayne Dyke (WOCWS Dyke today) heading to Matiu/Somes Island to clean graves, as part of the crew’s community work in Wellington. In fact, virtually all the pictures in the first edition are in Wellington, with RADM Welch hoping to see more news “from the sharp end” (Auckland and beyond) in future editions.

The magazine has had four editors: Jo Bunce, CDR Richard Jackson RNZN (Rtd), journalist David McLoughlin and, from July 2016, former Wairarapa Times-Age newspaper editor Andrew Bonallack.

HMNZS WELLINGTON commended in honours list

Three coxswains, their Commanding Officer and the ship HMNZS WELLINGTON have received Chief of Defence Force Commendations and a New Zealand Defence Force Commendation for their bravery and endurance during the Whakaari/White Island eruption that began on 9 December 2019.

They join four aircrew, two medical staff and a logistics specialist in the June awards, following nine members of the Explosive Ordnance Disposal Squadron who have previously received seven Defence Meritorious Service Medals, two CDF Commendations and one NZDF Commendation. Two further NZDF personnel were awarded the New Zealand Distinguished Service Decoration in the recent Queen's Birthday Honours List.

Leading Seaman Combat Specialists Joseph Campbell, Reyne Hohepa Nga Matapihi O Te Ra Hepi and Leading Hydrographic Survey Technician Stephen Lofthouse were three coxswains who participated in the recovery effort throughout the entire period HMNZS WELLINGTON was on station in support.

During the eight days on station, the ship's RHIBs were used during the recovery phase of the operation but also for ship-to-shore movements to Whakatane and in the ongoing search around Whakaari/White Island for the two missing victims.



The coxswains conducted 59 boat evolutions, when a typical week would be 15 or less. Examples of the extraordinary pressure these sailors faced during the operation were the crossing of the hazardous sand bar in the entrance to Whakatane harbour, which was navigated multiple times during the operation, and the RHIB operations that were undertaken in close proximity to an active volcano at night and in unfavourable weather conditions. "[They] displayed excellent professional judgement, grit, and strength of character to ensure the ship's boat capability remained available throughout the operation," says their citation.

Being the coxswain of a seaboat brings the extra responsibility of special command. The coxswains were very aware of the dangers they and their passengers faced while wearing cumbersome protective equipment. "Few can claim to have performed to such a high standard over a sustained period."

Lieutenant Commander Tim Hall, the Commanding Officer of HMNZS WELLINGTON, received a Chief of Defence Force Commendation for his professionalism and resilience throughout the Whakaari/White Island tragedy. HMNZS WELLINGTON was the critical link between Whakatane and Whakaari/White Island, where the ground recovery team were launched from and the victims brought to. "His exemplary leadership and drive to complete the task, despite many significant challenges, brought great prestige to the New Zealand Defence Force and New Zealand on the international stage."



HMNZS WELLINGTON received a NZDF Commendation, noting that she steamed nearly 3,500 miles in 11 days, with 18 hours of flying operations, and a sudden re-tasking to travel 900 miles to provide aid to a fishing vessel in distress.

"In order to execute her mission at Whakaari/White Island, she at times needed to navigate in close proximity to the Island facing a very real chance of further eruptions and often deploying personnel close to the shore; for which there was no shortage of volunteers.

"Throughout the recovery operation WELLINGTON worked long hours, maintaining constant readiness with the ship and her boats often within close proximity to the Island, ready to provide an evacuation option in the event of another eruption. Her time on station was embodied by a willingness to respond, steadfast resolve in seeing the job through, and a calm professionalism in the face of danger and uncertainty."





WHAT LIES BENEATH

It might be a dumped weapon, a kayak or even a body. When it comes to identifying objects of interest at depths, HMNZS MATATAUA hydrographers are the experts. Recently the team joined forces with the NZ Police in a skills-sharing series in the Marlborough Sounds.

Crew from HMNZS MATATAUA's Military Hydrographic Group lower a REMUS 100 Autonomous Underwater Vehicle into the water to begin a search pattern for a missing diver exercise.



Every year there are around ten underwater fatalities in New Zealand. Thankfully many of the victims are found relatively quickly due to the prompt action of the Police National Dive Squad, which is on call to respond immediately to any incident in New Zealand.

“But there are cases where a more specialist response is required, based on the depth the missing person was at and how large the area is that needs to be searched. Even with an immediate deployment, by the time the squad arrives at the scene the task is not search and rescue but search and recovery,” says Senior Sergeant Bruce Adams of the Police National Dive Squad.

“This is complicated by the fact the lost person may have moved a considerable distance from their last known position due to sea currents. That is why we call the Navy in. They have the equipment, personnel and expertise to narrow down any search area and quickly identify an object of interest – such as a missing diver, unexploded ordnance or discarded evidence such as knives or firearms.”

Chief Petty Officer Hydrographic Survey Technician Coady Clark of the RNZN's Military Hydrographic Group is well aware of the pressure placed on the team in these situations.

“Anyone missing underwater is a tragedy that will have a devastating impact on friends and family, so we do everything we can in the shortest amount of time using our specialist equipment to find the person and have them returned to their loved ones.”

~ Chief Petty Officer Hydrographic Survey Technician Coady Clark



The Hydrographic Group is part of littoral warfare specialists HMNZS MATATAUA, based at Devonport Naval Base. Able to respond at short notice, the group utilises the REMUS 100 Autonomous Underwater Vehicle (AUV) that can remotely dive to depths of 100 metres under the command of a team member using a control panel and video screen. The AUV, which can travel at five knots, has a sophisticated sidescan sonar that can detect objects of interest on the sea or lake floor, or even drifting in the water, up to 50 metres in any direction.



"Once the sonar has identified the missing person and we've ascertained the exact depth and search co-ordinates, the information is given immediately to the Police dive team who then effect the recovery. It's obviously a sombre time for everybody when the person we're seeking is found but we also take quiet satisfaction in the fact we have found them," CPOHST Clark says.

Senior Sergeant Adams agrees: "These are never easy tasks for anybody involved – particularly the family of the missing person – but it's

because of the families that our dive team and the Navy's hydrographers are doing this training to keep our skills honed for whatever task comes our way."

The Military Hydrographic Group is primarily tasked with the surveying of sea beds, harbour entrances and beach landing sites to ensure RNZN vessels can access an area where safety of navigation is uncertain, such as following a natural disaster. But they also work with a range of other government agencies including LINZ, DOC, MFAT, GNS, NIWA and

Antarctica New Zealand on survey projects spanning from Ross Island to the Equator, and further afield for Defence-specific tasks.

In 2019 a team from MATATAUA joined forces with police to search and recover missing boatie Matthew Duncan on Lake Wakatipu. In 2020, MATATAUA, working with Police, deployed a Remotely Operated Vehicle with a camera to recover a diver's body on a historic wreck 120 metres deep.





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13

Our People

1. Emma Broederlow is promoted to Commander, with her parents changing her rank slides.

2. Members of JOCT 21/01 during Exercise Storm, a strategy and leadership exercise at Whangaparaoa Peninsula.

3. ASCS Caleb Marychurch and ASCS Thomas Wynne-Jones feed the rope onto the hose reel after completion of unberthing HMNZS MANAWANUI.

4. LCH Kayden Bean cleans the equipment in the galley of HMNZS MANAWANUI.

5. HMNZS MANAWANUI's crew spell out two years of service for the RNZN.

6. SLT Nicole Ruddiman graduates from Serco's Bridge Warfare Officer's Course, in the inaugural course run by Serco. She is pictured with Maritime Component Commander CDRE Mat Williams.

7. Group photos of all members of TE KAHA's ships company who were promoted or received GCBs during a May ceremony, with Divisional Officers standing behind.

8. PONP Ben-jamin Larking graduates from the New Zealand Military Police Basic investigators course at Trentham Military Camp.

9. LTCDR Rebecca Hewson poses with her children for a Mother's Day promotional photo.

10. SLT Jordan Appleton shows visitors around HMNZS AOTEAROA during a visit to Wellington.

11. MID Joshua Michael, JOCT 21/01, wins the cross-country event.

12. Chef Janelle Barnhill, HMNZS AOTEAROA, is promoted to Able Rate.

13. The Deputy Chiefs enjoy a visit to Devonport Naval Base. From left, CDRE Melissa Ross, BRIG Matthew Weston and AIRCDRE Ian Mower, in front of HMNZS TE KAHA.



SLOW AND STEADY

It might be deliberate and slow, but that suits professional divers who want to do their job in the safest possible way. *Navy Today* talks to Diving Officer Lieutenant Shaun Heaslip about realising the capability of HMNZS MANAWANUI's wet bell.

On the verge of HMNZS MANAWANUI's two-year anniversary, the Royal New Zealand Navy is perfecting the use of the ship's wet bell and moon pool.

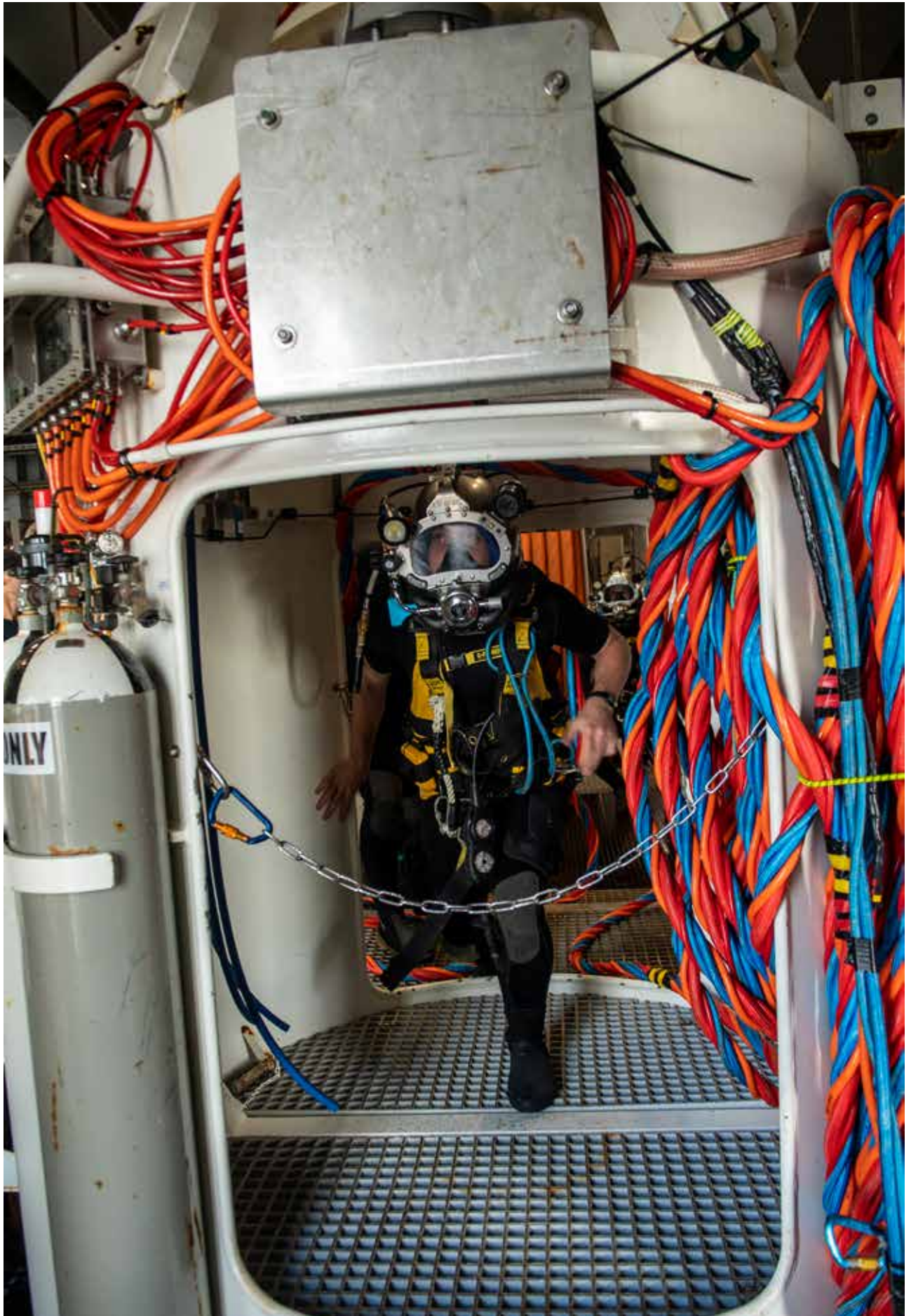
For those unfamiliar with the MANAWANUI design, the dive, salvage and hydrographic vessel has a 'moon pool', a literal square shaft running vertically through the ship, rising up to the height of the cargo deck. Sea level within the moon pool is the same as sea level outside, but the relative calm and shelter of the pool means divers and devices can be lowered into the water and deployed, rather than the risk of exiting the ship from the side. The ship has dynamic positioning, thanks to bow thrusters and azimuth thrusters that can turn in all directions, meaning the ship can hold a constant position.

Diving from MANAWANUI is extremely controlled. The large wet bell is lifted by a gantry system utilising winches over the moon pool, and up to three divers can then enter via a loading platform. The bell is then lowered into the pool, descending below the ship, whereupon the divers can exit the bell and start working.

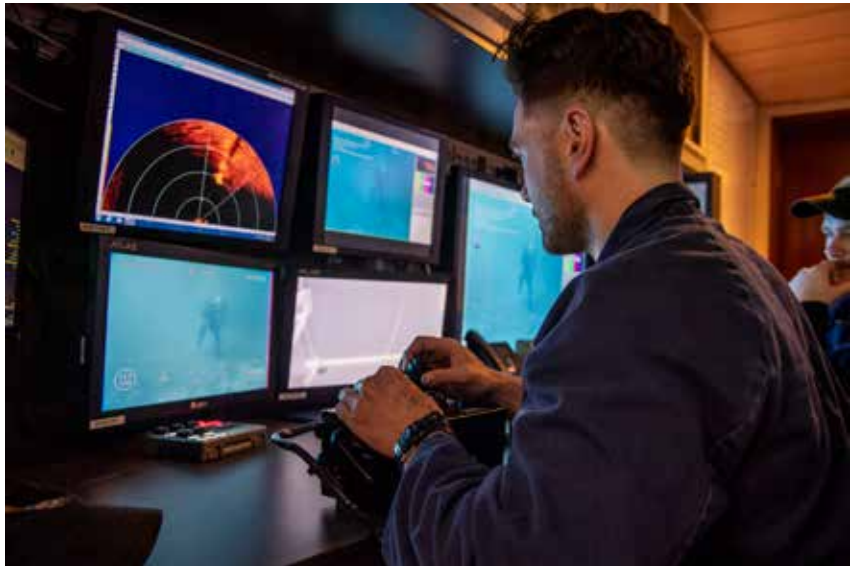
Diving and hydrographic work fall under the littoral warfare specialists of HMNZS MATATAUA, who have embarked personnel in MANAWANUI for these exercises. LT Heaslip says they have been training since Anzac Day. "We're using two divers in the bell at the moment. When they go down, one diver goes out, conducts a task like searching, or tool work, and then comes back to the bell and the other diver comes out."

Above: A diver is secured into his Surface Supplied Breathing Apparatus (SSBA).

Opposite page: A diver enters the wet bell, held above the moon pool.



“If a diver got separated from the bell, they have their own air supply on their back. Additionally, the wet bell has tanks as well.”



The divers are using Surface Supplied Breathing Apparatus (SSBA), which involves air supplied from the surface via an umbilical to the divers' helmets. The umbilical also supplies communications, camera feeds and lights from the ship. It is the first time since 2015 that SSBA diving has been possible from a warship, and certainly the first time ever involving dynamic positioning.

Inside MANAWANUI, LT Heaslip and his Petty Officer Diver are the supervisors, watching the divers on camera screens in the control room. The wet bell has its own camera, to watch the divers, but to increase situational awareness, the ship has lowered its large Remotely Operated Vehicle (ROV) from the side of the ship into the water. The ROV has propulsion, cameras and claws, all manipulated by a ROV pilot in the ship. The operator points it towards the wet bell.

“It gives us more awareness,” says LT Heaslip. “We can see how this capability works with the divers, and we can watch for tangles in their lines. On a bigger job, if we were over a wreck, we could have divers

conducting a search on one part of the wreck, and we could use the ROV to work at the same time.” The divers are restricted to 50 metres, while the ROV is capable of 1,000-metre depths.

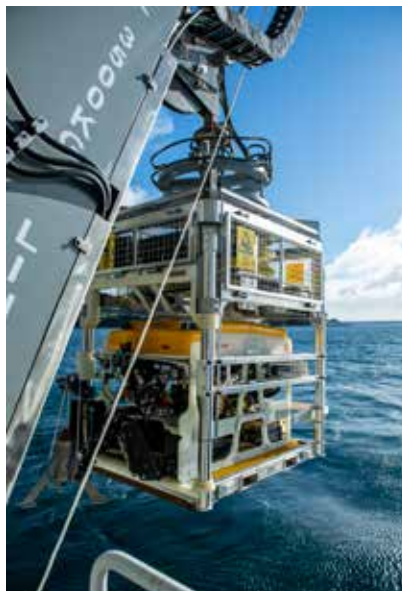
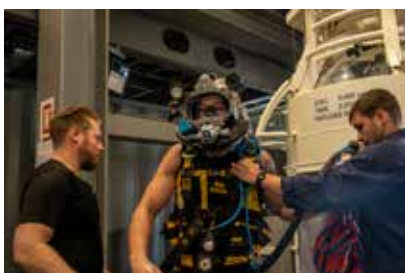
It is inevitably a slow process. “It’s really controlled, really deliberate. We just stand in the wet bell and get lowered like an elevator to the required depth. It’s a great capability to have.”

While the moon pool surface is calmer than outside, there are limitations to how much pitch and roll can happen. “The bell could hit the sides, and we don’t want that to happen.”

At time of writing the team were confined to practising in the Hauraki Gulf, due to winter weather, and have a major test planned this month which should declare the capability operational.

Above: In the control room, a Hydrographic Survey Technician watches the progress of the divers through cameras on the wet bell and the neighbouring ROV.

Viewed from the ROV, a diver leaves the wet bell.



Later this year MANAWANUI will conduct surface and salvage exercises using its 100-tonne crane which, when working with the divers and/or ROV, will be capable of retrieving objects from the sea floor at a depth of 1,000 metres. With the proving of the diving system, the ship moves a step closer to operational readiness.

Clockwise from top: The wet bell is lowered through the moon pool.

HMNZS MANAWANUI prepares to lower its Remotely Operated Vehicle (ROV) from the ship's starboard side.

The last items fitted to a diver before heading to the moon pool.

The Petty Officer Diver looks over a diver's equipment.

NZDF PARENTAL SUPPORT

NZDF provides parental support to enable operational effectiveness and wellbeing to retain members of the NZDF (Regular Forces, Territorial Forces and Civil Staff) who are primary carers.

Defence Human Resource (DHR) entitlements includes, but is not limited to:

Leave

Parental Leave or Negotiated Carer Leave. Up to 52 weeks of leave (unpaid). Inland Revenue facilitates parental leave payments.

Special Parental Leave (Paid). Provided for reasons connected with pregnancy, birth or when assuming the permanent responsibility for the care of a child. Where an entitlement to special parental leave has been exhausted, compassionate leave or sick leave provisions are to apply.

Engagement or Employment

Keeping in touch days. Provided for members on parental leave to stay connected with their employer. Up to 64 hours will be paid.

Continuation of career, training, and promotion opportunities.

Protected seniority while pregnant, for periods of parental leave and during the breast feeding support period.

Job protection. A member returning from parental leave is entitled to resume work in the same or a similar position as held at the time of commencing parental leave.



Child care

Early child care facilities at camps and bases.

Flexible working arrangements

Members can apply for varied hours, varied work location, and/or reduced hours.

Parental returning incentive payment

Paid as one payment of up to six weeks salary. Applicable for members of the Armed Forces (Regular Forces or Territorial Forces).

Accommodation assistance

(Only applicable for members of the Regular Forces)

Continuation of NZDF accommodation assistance while on parental leave including Operational Enabling Allowance – Posting Readiness.

Members can apply for NZDF housing. This includes members that have a dependant child normally living with them for at least six months of any year.

For more information refer to:

DFO 3, Part 8, Chapter 8
Leave (Military)

DFO 3, Part 8, Chapter 8A
Leave (Civilian)

DFO 3, Part 12, Chapter 10
The Employment and Support during
Pregnancy and Breastfeeding

Inland Revenue website

MATATAUA embrace their community

During Anzac weekend, personnel from HMNZS MATATAUA undertook community activities in their ceremonial homeport of Whakatane.



Right: Personnel carry out maintenance at Sheaffs Rest Home.

Below: Personnel participate in a predator trap-making day (courtesy of the Whakatane Beacon).



NEWS

HMNZS crew defends native wildlife

A CONTINGENT from the HMNZS Matataua was in Whakatane last weekend to attend Anzac Day celebrations. While in town the crew took time out to help defend our native wildlife. Several of the crew attend a Halo Whakatane trap-making day at Mata Brewery in Gateway Crescent on Saturday.

The day involved making predator traps to kill rats, stoats and other muskies that prey on native birds such as kiwi chicks. The team built 30 traps, gifting them to the Eastern Bay community.

WELL MADE:
Commander Wiremu Leef attaches the wire mesh to his trap.
E1157-08



NO COMPARISON:
Edward Frost, Cody Sweet, Ryan Mason and Isaac Jensen, below, compare their work.
E1157-24



HARD AT WORK: Crew members from HMNZS Matataua throw themselves into the task of building the predator traps.
Photos Troy Baker E1157-13



URBAN TRAPPERS: Crew members and volunteers build predator traps to donate to the community.
E1157-28

Right: HMS CHATHAM.

Photo: Navy Museum Ref AAB 0021.



100th Anniversary The ‘New Zealand’ Navy

In October we celebrate the 80th anniversary of the Royal New Zealand Navy, but on 20 June we mark another anniversary of naval significance – 100 years since the creation of the New Zealand Division of the Royal Navy.

The National Museum of the Royal New Zealand Navy takes up the narrative:

By Order-in-Council of 14 March 1921, the New Zealand Naval Board was constituted for the overall direction and administration of the Navy. The Minister of Defence was Chairman of the Naval Board, the Commodore Commanding the New Zealand Station became First Naval Member and the Chief Staff Officer was Second Naval Member. The senior cruiser Captain on station was appointed Commodore Commanding the New Zealand Station.

On 20 June 1921, in furtherance of Admiral Lord Jellicoe's vision for the wartime role of New Zealand's Navy, the seagoing elements of the New Zealand Naval Forces were designated 'The New Zealand Division of the Royal Navy'. That is, in the event of war, the New Zealand ships would form a tactical division within a Royal Navy fleet. As events transpired, the actual composition of New Zealand's naval force meant that only individual ships served in RN fleets, but a tactical 'division' never deployed. However the title "New Zealand Division of the Royal Navy" often gives rise to confusion, because some assume that New Zealand did not have a nationally-controlled naval force.

Yet by 1921, with the arrival of HMS CHATHAM, additional facilities including fuel storage tanks, a rifle range, and sports facilities were being built at Devonport, and CHATHAM came under the operational control of the new New Zealand Naval Board. Also on station during the 1920s were two Royal Navy sloops, war-built Flower-Class escorts HM Ships VERONICA and LABURNUM. Although these were British manned and funded ships, they too came under the operational control of the New Zealand Naval Board.

New Zealand was part of a larger, multi-national, defence arrangement. Like Australia, Canada, India and South Africa our Navy was seen as a contribution to the defence of the British empire. The New Zealand Naval Station was an integral part of a naval operational division of the world – after all, the recent war against German raiders and U-boats meant that Britain and the Dominions had just learned some hard lessons in naval operations, defence of trade and control of shipping. But this defence cooperation – logical and cost effective – did not mean a loss of national control; it was New Zealand's government that directed our ships to Samoa, to the Hawke's Bay earthquake and during sovereignty disputes over various islands in the central Pacific in the 1930s. The New Zealand Division was a national naval force.

SEVENTY YEARS APART

'Stokers' from our newest vessel, HMNZS AOTEAROA, do their best to replicate an image taken in the engine spaces of frigate HMNZS PUKAKI, sometime in the 1950s. PUKAKI was one of six Loch-class frigates in the RNZN, which all served in the Korean War. PUKAKI and HMNZS TUTIRA were the first to depart for Korea on 3 July 1950, almost immediately in response to a request from the United Nations. About half of the complement of the Royal New Zealand Navy would serve in the conflict, which involved eight completed tours of duty.



Navy spearhead drug interdiction task force

New Zealand is about to take a turn in command of Combined Task Force 150 (CTF-150). This task force is one of three under the overall command of the Combined Maritime Forces (CMF) in the Middle East.

The primary role of CTF-150, made up of a coalition of the willing, is counter-terrorism operations in the Arabian Sea and Indian Ocean. The remit is wide but is most visible in the seizure of narcotics, which would otherwise fund terrorism and other illegal activity.

In an area of over two million square kilometres across the Indian Ocean and further afield, the ships of the task force aim to disrupt criminal and terrorist organisations and their illicit

activities by restricting their freedom of movement in the maritime domain. Whilst reducing the movement of narcotics is one significant outcome, they also help prevent the illegal movement of people and weapons.

The 16-strong New Zealand-led multi-national team will be comprised mainly of Royal New Zealand Navy personnel, along with one Royal New Zealand Air Force officer. The international commitment will include four US Coast Guard personnel, one Australian and one Singaporean. CMF is headquartered in Bahrain where our command team will be coordinating intelligence collection, ship and aircraft movements, and responding to cueing for potential intercepts. The website www.combinedmaritimeforces.com provides additional information for anyone who wants to follow operations from CMF.

CTF-150 has been running since 2001; command changes between nations on a six-monthly basis. On this occasion, New Zealand assume command from the Canadian-led team in July, then hand over to Pakistan in January 2022.

The Kiwi team have big shoes to fill after Canada's success this year in the CTF-150 seat. In May HMCS CALGARY, working with the French navy ship FS GUEPRATTE, seized over seven tonnes of hashish, heroin

and methamphetamine across four successive seizures at sea. Overall, from January to May this year CTF-150 carried out 29 successful narcotic interdiction operations.

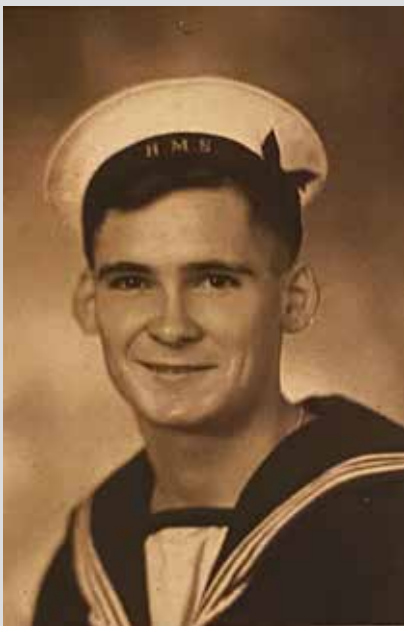
The other two task forces in the region under CMF command are CTF-151 (Counter-Piracy) and CTF-152 (Gulf Maritime Security). With a total of 34 nations involved, the engagement and international cooperation, as well as operational experience, is immensely valuable for the New Zealand personnel and the NZDF as a whole.

Now living in the era of the pandemic, COVID-19 will of course be a key factor in all of the New Zealand team's planning considerations. Although vaccinated, personnel will have to cast their minds back to the COVID Alert Level 3 days of the pandemic in New Zealand, having to remember how to social distance and wear masks in public outside of base. One of the major changes to deployments from recent years is that it will take a little longer than usual to get people home if a family situation develops. HQ Joint Forces New Zealand personnel work tirelessly when a compassionate situation arises to ensure as timely a repatriation as possible, while still undertaking the mandatory two-week isolation in order to keep Aotearoa's borders secure.



AROUND THE WORLD IN 202 DAYS

Much is made of the war exploits of servicemen and women in World War II, but as we reach 82 years since the start of the war, we meet men like Ken Searle, eager to serve, who came of age when the war was almost over. This account is adapted from his diaries and personal account, “Around the world in 202 days”, written for his family.



Ken Searle in his Fleet Air Arm uniform.

Ken Searle turned 13 on the same day war was declared in Europe.

He was a student at Te Kopuru School, near Dargaville, and that morning the headmaster – a World War I veteran – assured the students the war would be over before any of them became old enough to serve.

Ken nudged his cousin Rex and whispered: “They take you in the Navy when you are pretty young.”

Ken Searle was right, and he did end up serving overseas as a Fleet Air Arm airman, second class. But his headmaster was right as well – he was just too late to see war action.

His journal to his family talks about his first experiences of wartime during his high school years, when his home was used as the Home Guard headquarters for exercises on the nearby beach. He remembers being asked to take a message to the beach party, and being told to “put your Scout hat on, then they won’t think you’re a spy.”

After finishing school he worked in Wellington, joining the Air Training Corps. “But my heart was still in the Navy and I applied to join when I was nearly 18.” He was accepted for the Fleet Air Arm and was told he would be sent to England to train as a navigator.

He and around 20 other airmen would form F27 (Scheme “F” Draft No. 27), which he thinks was the last naval draft to be sent to England. They trained for 19 days at HMNZS TAMAKI on Motuihe Island. On his first morning there, the Petty Officer asked them, “what would you fine men like for breakfast?”, to which Ken promptly replied, “Weetbix and baked beans on toast, please.” It earned him the nickname of “Weetie”.

Germany surrendered on 7 May 1945, during his final leave from TAMAKI. “Hitler must have known you were coming,” said his Dad. In downtown Auckland, the celebrations were fantastic, recalls Ken. After two weeks’ leave, they returned to Auckland and were barracked on the Auckland Domain. The men were anxious, because the Pacific war seemed to be going well for the Allies. It seemed like they wouldn’t be needed.

But at last, orders came, and the men were embarked on the TSMV Empire Grace, on 5 June 1945.



“We were probably just a burden on the ratepayer, but we tried to do our bit.”

~ Ken Searle, in a letter to Devonport's Navy Museum in 2003

It's fair to say Ken's diary, recounting the 30 days via Panama to Liverpool, is colourful. It's an enthusiastic and hilarious catalogue of boat drill, sea-sickness, gambling, lectures, semaphore and Morse code training (“I'm improving in this”), stifling heat and outright warfare between cabins involving pajamas being tied in knots, pummelling, theft, and days of reprisals and counter-reprisals. Evenings, if not engaged in raids on neighbouring bunks (and dealing with noise complaints from passengers), involved shipboard romances – there were civilian passengers on board – playing 500, and drinking “Koka-Kola” – a drink he had never experienced before, hence the mis-spelling. Changes in time zone were applied by adjusting their timepieces by a set number of minutes each day.

Foggy Liverpool was a dramatic contrast. Ken was bemused by the headlines announcing a change of Government, and wondered why the British would reject Churchill, who inspired the British during the bleakest days of war, for Clement Atlee. “It was explained to me that times were pretty tough pre-war and this was the first time they had a chance to vote for a change in some years.”

F27 was posted to the Fleet Air Arm Naval Training Base HMS DAEDALUS, at Lee-on-the-Solent, and experienced something of a culture shock. They had been used to NCOs in New Zealand being strict but friendly, but Royal Navy NCOs seemed to leave out the friendly bit.

He also discovered that the concept of “overpaid and over here” didn't just apply to the Americans. “The NZ rate was much higher for equivalent rank,

even if the NZ pound was equivalent to sterling, but at the time New Zealand was 25 percent lower. When we were paid in pounds sterling we were paid the same amount of pounds that we would have got in New Zealand. Consequently a lowly Naval Airman Second Class – and you can't go much lower – was paid about as much as a Royal Navy Petty Officer. We were regarded as rich and overpaid.” Ken says he never felt like he wasn't paid enough, especially considering the cheap accommodation when on leave and the free railway passes.

“What the heck did they send you guys over here for?” said the New Zealanders from F26, in the draft ahead of them. F27 were now hoping to be sent to America for training, but they were soon disillusioned; all aircrew training had ceased. They were told they would be put on a waiting list to be sent home, but they would be at the bottom of the list, and unlikely to get home before Christmas. “We were advised to make the most of our opportunity to see Britain.”

So they did. Ken and his mates went sightseeing to Portsmouth, Southampton, Cornwall, Devon, Sussex, the Isle of Wight, and even as far as Northern Ireland and Scotland, but London – with its theatres and variety shows, and the New Zealand Forces Club or Fernleaf Club – was the big drawcard. One of their favourites was the famous Windmill Club, which boasted “We never closed” during the Blitz. The club was noted for exploiting a loophole in the law to present its legendary Windmill Girls, who posed naked as living statues. As long as the women didn't move, it was legal.

Above: Members of Draft F27 on TSMV Empire Grace – Airman Ken Searle is at bottom right.

Opposite page: Members of F27 at HMS DAEDALUS.

Ken Searle and a mate show off their new “Bell Bottom Tiddly Suits”.

Ken's official welcome home at Te Kopuru Hall with his sisters Norma, Betty and Cherie.

K E N S E A R L E

Leave passes weren't a problem, says Ken. "The powers that be at HMS DAEDALUS were in the process of shedding staff and couldn't be bothered with a bunch of pesky, nitpicking 'Colonials'."

But, in the times they were at DAEDALUS, they could only wonder what might have been as they visited the hangars and studied the lines of some of the oldest aircraft in the war – the Fairey Swordfish biplane, and the latest – the Gloster Meteor jet fighter.

Ken was fascinated by the new invention, Perspex, used for aircraft windows. "At the airfield, there was a tradition that if an aircraft was damaged on take off or landing the first priority was the welfare of the aircrew and the second was grab any broken pieces of perspex." Ken acquired a small piece and shaped it into a horse. His family still have it to this day.

The draft heard the news of the atomic bombs on Japan. He remembers wondering if the power unleashed by the blast could be harnessed for good, and the talk about engineering projects being used to blast huge canals to allow seawater lakes in central Australia, cooling the continent. It was only in later reports that they learnt about the radiation.



To celebrate the end of the war, King George VI gave the order to his Navy to "Splice the Mainbrace", an issue of an extra tot of rum. Ken was still only 18 at the time (the legal drinking age was 21), but armed with grog chits from his mates he drew his ration of grog four times, and it was only lightly watered down. Unused to spirits, he retired to bed very under the weather and missed the morning train to London for the VJ (Victory in Japan) celebrations.



Ken and his draft eventually travelled home on 14 November 1945 on HMS ATHELING, an aircraft carrier. "At least in future years we would be able to say we were in the Fleet Air Arm and had served on a carrier!" More accurately, he could claim a circumnavigation – the carrier was headed home via the Suez Canal. Close to home, as the ship crossed the Tasman Sea, Ken realised that the Navy would likely get rid of "hostilities only" personnel. It seemed his ambition to become a navigator was an improbable dream.

HMS ATHELING arrived in Wellington on Christmas Eve, and Ken eventually got to Dargaville by Christmas Day. "Mum, Dad, Betty, Norma and Cherie (his sisters) were waiting to take me home in the trusty cream and green 1936 Ford V8. At home, Sandy the family farm dog was waiting to welcome me with his tail wagging.

"As a special treat, Mum had paid 7 shillings and sixpence for a chip (a small basket) of strawberries to go with Christmas dinner."



Ken Searle, NZ10748, died on 9 October 2020, aged 94. He never married; his family says he was "married to the sea".

From 12 July 1940, 969 naval airman travelled to England under Scheme "F", to qualify as a pilot or observer in the Fleet Air Arm of the Royal Navy, with temporary commissions in the Air Branch of the Royal New Zealand Naval Volunteer Reserve. 319 naval airmen did not achieve the status of officer, mostly because of the termination of training when Japan surrendered. 151 men died during their service.*

He did, in fact, become a noted celestial navigator, as a passionate yachtie on the Hauraki Gulf and in representing New Zealand in yachting on the international stage. He was appointed Commodore of the Royal Akarana Yacht Club in Auckland.

In 1979 he was the skipper and navigator among a crew who had to abandon yacht *Snow White* during the Auckland to Suva race after hitting a whale. The Royal New Zealand Air Force were able to swiftly locate the crew, thanks to Ken relaying nearly perfect coordinates in his MAYDAY call before the boat went down.

Up until his eighties he was still tutoring people, young and old, in the use of the sextant.

Three days before he died, he instructed that his Navy cap be bequeathed to his great niece, a civilian working at Devonport Naval Base – a matter of pride with him. She had once asked him, "why does your hat only say 'HMS'?"

He replied, "we were at war – we never divulged our ship!"

** Source: Report of the New Zealand Naval Board to 31 March 1946.*



Museum celebrates 10th Birthday

On 7 May, the Navy Museum celebrated 10 years at its Torpedo Bay site.

Following naval tradition, Deputy Chair of the Navy Museum Board of Trustees Rear Admiral David Ledson cut the Birthday cake with youngest Museum team member, Collections Assistant Hannah Pym.

Speaking about the last 10 years, Museum Director David Wright commented that a lot had been achieved since the Museum first opened its doors at Torpedo Bay.

"We've maintained a strong focus on preserving and maximising the potential of what is a unique, historic site. The team and I are very proud of what we have achieved during this time. Key projects have included the opening of the Boatshed, showcasing smaller naval vessels, the construction of the WWI Commemorative Pavilion and the restoration of the old Chippy Store to create the AD Boyle room, exhibiting artefacts from the First World War. The restoration work culminated in February this year, with the opening of the restored 19th Century Loaded Mine Stores and our two new galleries and learning space.

"It's great to see visitors learning about our modern navy, our sailors

RADM David Ledson, deputy chair of the Navy Museum Board, and collections assistant Hannah Pym prepare to cut the cake.

and our fleet through the Te Taua Moana Gallery and uncovering the early use of the site as a 19th Century submarine mine station in the Te Hau Kapua Gallery. We are particularly pleased at the number of families who are enjoying the activities in our new learning space, Tūhura.

"2020 was a difficult time for everyone, so it is great to be able to finally celebrate this milestone with the team and the community. We look forward to continuing to offer engaging experiences for all our visitors for many years to come."



No 'Weka', No Cry

■ **By Midshipman
Alfie Butler**

Few things are more alien to Junior Officer Common Training (JOCT) members than being more than a nautical mile from the ocean.

However, on this particular occasion, they found themselves two hours away from it.

Different? No doubt.

Daunting? Of course.

Exciting? Absolutely.

Members of JOCT 21/01 travelled five hours south to Waiouru Military Camp to participate in the Junior Officer Inter-Service Tournament (JOIST) with the Army Officer Cadet School members.

COVID-19 derailed the Navy's participation attempts last year, but we more than made up for it this time. The Army had planned some incredible competitions for us to participate in, including their infamous Assault Course (Confidence course), a frantic orienteering pursuit, and a round-robin tournament of Ki o Rahi – which if you hadn't played, like most of our Navy personnel, don't worry because we picked it up in 10 minutes and it was a deadlock. Both Services gave it their all on the field, and despite losing the final, we did ourselves proud and have a few more games to play on rec leave.

The only real test with any resemblance to water occurred during a rain-soaked concourse, as one might expect. Various obstacles, as well as the infamous Mother Nature, were thrown in our path, but after an epic and close battle, we only missed victory by 48 seconds. Outstanding!

The goal of JOIST is not only to test our Junior Officers' physical and mental fitness, but also to provide them with a platform to meet members of the other Services; in their careers, paths will cross or situations will arise that require the assistance of another Service – so why not call on a friend rather than a colleague?

Waiouru, as magnificent a place as you are, Devonport was calling to us. You may have kept the 'Weka' for another year, but maybe next time we will bring you to our narrow neck of the woods and see how you fare. Not to rock the boat too much, but the competition will be greater closer to our shores.

Each member of JOCT not only left with incredible experiences and memories, but also with brother and sister officer connections that will last the rest of their careers.

Operation Grapple

We Were There exhibition by photographer Denise Baynham is touring and on show at Te Manawa Museum, Palmerston North, until 15 August.

Operation Grapple was a series of nuclear tests – involving both atomic and hydrogen bombs – conducted in the mid-Pacific by the British Government from May 1957 to September 1958.

The NZ Government assisted Britain by sending hydrographic ship HMNZS LACHLAN to survey the two islands chosen as testing sites, and two Loch-class frigates, HMNZ Ships ROTOITI and PUKAKI, to act as weather ships during the testing itself.

The exhibition features photos and the stories of the veterans who watched the testing.



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Please note there are some changes to the policy to improve accessibility to VESA. The changes will be promulgated on ILP.

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Applicants should be aware of their responsibilities prior to making an application IAW DFO 3/2016.

Prior to starting the application process, applicants are to:

- Confirm the level of study is right for them with NZDC DLearn
- 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 DLearn Adult Learning Tutor who can assist you with your application. If you have any further queries, please email our Tertiary Services & Support Advisor at nzdclearnvesa@nzdf.mil.nz

POLICY (terms and conditions) SADFO 3/2016 VESA Policy
SADFO 3/2016 VESA Policy (terms and conditions)

15 ROUNDS

WITH COMMANDER ANDY MAHONEY



01

Job title and description

Commanding Officer HMNZS MANAWANUI, soon to be Executive Officer to the Maritime Component Commander

02

Date joined RN and RNZN

6 May 1996 and 18 Apr 2016

03

First ship posted to

HMS INVINCIBLE (CVS)

04

Best deployment

Deployed to East Coast of US and Caribbean in 1997 and then got extended by four months to conduct operations in Arabian Gulf!

05

Hometown

Camberley, Surrey (UK) but about to become a Wellingtonian

06

High School

All Hallows, Farnham, UK

07

Favourite book

The Kite Runner by Khaled Hosseini

08

Favourite movie

Almost any Bond film

09

Favourite album

Syncopated City, London Elektricity

10

Favourite song

An eclectic mix dependant on location and mood

11

Favourite holiday destination

Taupō or Sicily

12

Outside of work, what's the one thing you enjoy doing?

Walks with my family and my dog, Baxter

13

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

I can juggle

14

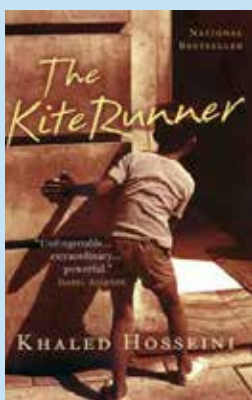
A person that taught you a valuable life/Navy lesson was... and the lesson was?

My CO in HMS LIVERPOOL - 'don't ever leave a Command wishing you had enjoyed it more'

15

How would you describe the Navy in 10 words or less

No one day is ever the same and that's awesome!



“What’s the criteria for fit for sea service?”

HOMEPORT

Everything you need to know about your Navy.

Information on our fleet, uniform, career management, honours and awards, personal admin, support services, Navy Facebook and a whole lot more.

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