

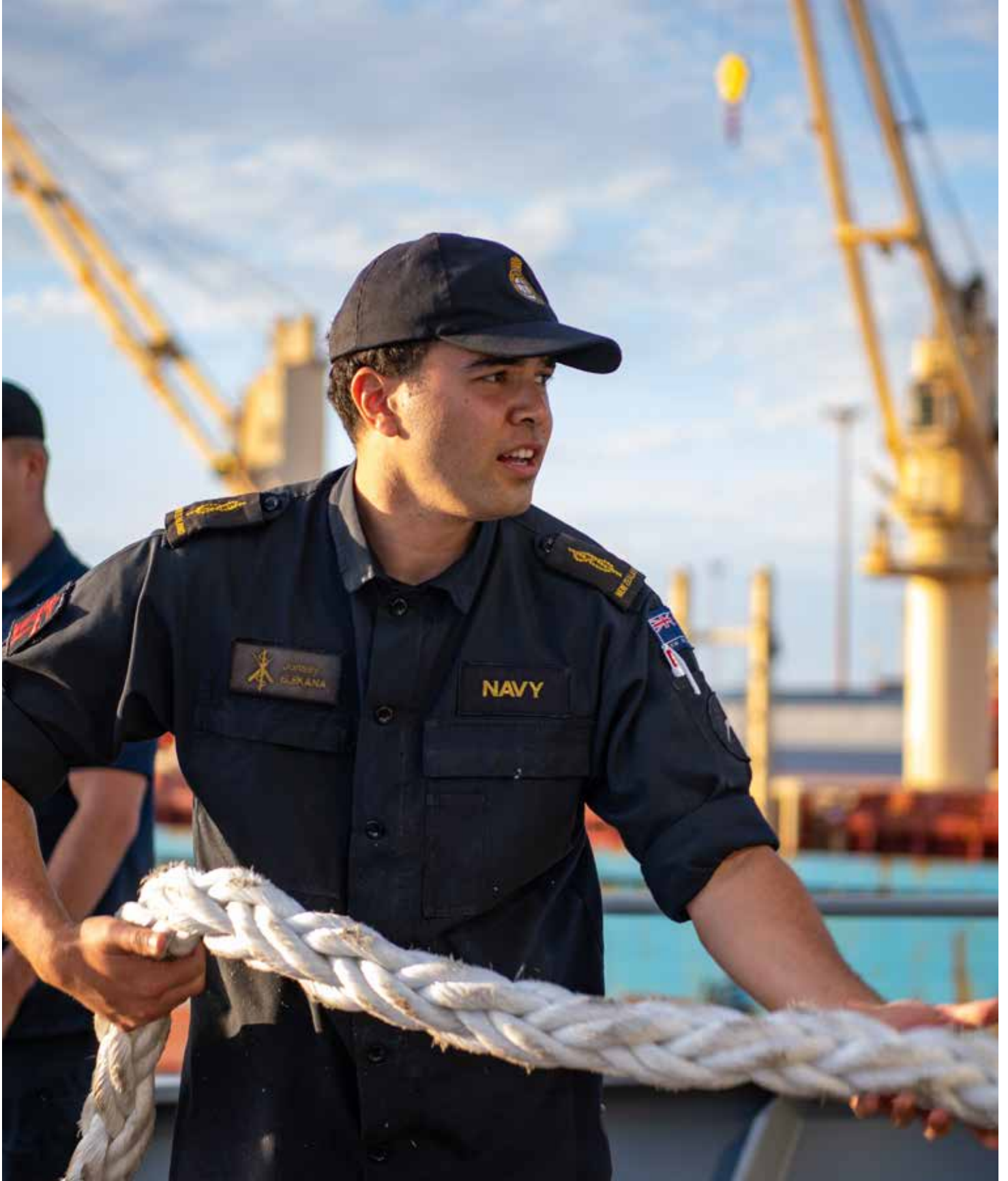
NAVY

T O D A Y

OPERATION
ENDURANCE

TE KAHA
COMMANDER

RUBY TUI
ON BASE



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“The most successful teams are not full of excellent individuals - they are the ones full of real humans who support and enable each other creating the space for individual and collective success.”

- CDR Fiona Jameson, new Commanding Officer of HMNZS TE KAHA



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:
ASCS Jonsey Elekana helps prepare HMNZS CANTERBURY for departure from Bluff.

Photographer:
PO Chris Weissenborn



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NZDefenceForce



Yours Aye

Rear Admiral Jim Gilmour
Commander Joint Forces



Ngā Mihi Te Taua Moana

Two years ago within the Yours Aye column, I reflected on challenges we faced then as a Defence Force and Navy during the global COVID-19 pandemic. We were in an unfamiliar operation where our duties within Managed Isolation Facilities meant our ability to generate readiness (and have adventures whilst doing so) was severely restricted. Where our ships could get away, the experience was far from fun due to the pandemic control measures needed to protect our people and their ability to fight.

At that time, I marvelled at the approach our people were taking to regenerating readiness. Energetic, friendly and professional, I was extremely proud to have met with many of you as we observed the 2021 Waitangi celebrations and I felt genuinely energised by the experience.

I am not going to say that the past two years have been easy for us as a Defence Force as we collectively rebuild our capabilities. The war in Ukraine, the effects of this conflict on global economies and the sharp rise of inflation has met our economy trying to tighten its belt because of the COVID-19 hangover. The cost of living stress that many of our people are experiencing has meant that our people in critical trades are leaving the Defence Force. We have had to make tough decisions about how best to meet our operational responsibilities, whilst building back our Force and critically, not burning our people out. You will see the evidence of these tough decisions with ships alongside in care and custody.

The Defence Force leadership team's number one focus is our people challenge – tackle attrition, re-engage those who have departed and rebuild our people capability.

Conditions of service is one of the things that are being addressed to demonstrate that our people are our highest priority. Alongside targeted retention payments, you will be aware of the one-off payment all those in our Force will receive in May 2023 and the supplementation of our Operational Enabling Allowances whilst our overall allowance regime is reviewed. These measures and others will be joined by an uplift of remuneration for almost all of our people when the new financial year kicks off on 1 July 2023.

We are in a bit of a hole personnel-wise, but you wouldn't know it if you, like me could see with pride the way our people go about their business. Our Navy's personnel are delivering: Major drug recovery operations – BZ MANAWANUI and MATATAUA; Delivering for our other government agencies – BZ CANTERBURY; Tropical Cyclone Gabrielle response – BZ PHILOMEL, TE MANA, CANTERBURY, MANAWANUI, MATATAUA, 6 SQUADRON; Contingency Ops – BZ MATATAUA, and; regeneration of our capabilities – BZ TE MANA, CANTERBURY. All of these outputs have been supported by our tireless support groups in training, engineering and readiness. Throughout all of these important activities, we have worked alongside our partners in the Army and Air Force supported by the great team at HQ JFNZ.

Soon, TE MANA and AOTEAROA will be embarking upon a significant off-shore deployment which will be both rewarding and exciting for those crews. I wish them well and I look forward to witnessing the rebuild of our capabilities and the exciting adventures to come.

E waka eke noa

MINISTER OF DEFENCE ANDREW LITTLE

Kia ora. I'm pleased to introduce myself in this service magazine as your new Minister of Defence.



It's not territory that's completely unfamiliar to me, due to my time in the intelligence portfolios and working closely with my predecessors Ron Mark and Peeni Henare when they had this role. Both my grandfather and father have been in the army; my father was a retired British Army major. As a backbencher I spent time visiting Waiouru and I spent a week with the Navy, including two nights at sea on board HMNZS OTAGO. I've been to Camp Taji twice and visited Afghanistan. While passing through the Persian Gulf, I went on patrol with a P-3 Orion.

One of my first experiences as Defence Minister was being on board HMNZS TE MANA during commemorations at Waitangi.

Recently I did a tour of all our defence bases across the country where I met personnel, viewed the estate, and got to see how our defence forces train to do the incredible work they do.

It's an honour to have this role. I come to this job with an immense respect for the sailors, soldiers, aviators and civilians in the Defence Force, and I'm extremely grateful for the effort they put in to serve our country.

That not only stems partly from my upbringing, but also from what I've seen and heard. In February I got to visit personnel in Hawke's Bay during the Defence Force's Cyclone Gabrielle relief efforts. The ability of our people to establish themselves at short notice, setting up a base of operations to help people at a time of extreme disruption and distress, is just amazing. I know, through talking to civilian volunteers, that the sense of reassurance in having NZDF personnel turn up is invaluable.

During those visits and thinking back on all the contact I've had with NZDF over the years, I see the professionalism of our people, the humility they tend to bring when they're engaged with people outside the service, and every time I come away feeling an incredible sense of pride. We are incredibly well served by the Defence Force.

I know there is real pressure on the NZDF in being able to do everything the government of the day might ask of them. There has been a loss of personnel, and that has an effect on decisions about what we can do at

any one time. Seeing the tremendous effort in the Hawke's Bay, I'm deeply aware that if our Defence Force was called upon for another operation in New Zealand, in the Pacific or somewhere else in the world, it would put real pressure on our capability.

Remuneration is something I've had advice on. Right across the public sector generally we've got challenges with that. That issue, among others, is a priority for me and requires me to engage with my ministerial colleagues. I'm also keen to make sure that the attrition NZDF has been suffering from in the past three years doesn't get worse.

COVID has compounded these challenges, but the geopolitical situation is changing and the Pacific region is intensifying in terms of the attention it gets from bigger powers. We have to be able to project a stance that reflects Aotearoa New Zealand's values and what we are prepared to stand up for.

In the end, my role as Defence Minister is to do what I can to advocate for the NZDF to best serve the interests of New Zealand. My job is to have discussions with colleagues, around the cabinet table, to make sure we are using NZDF to maintain our reputation as a country that makes a contribution and protects our values. We should always be alert to the possibility of being tasked to assist in any part of the world. Our Defence Force should be prepared for that and be ready to provide the most meaningful response possible.



WOMEN COMMANDING THE NAVY

Women are in command of four of the Navy's fleet units.

From left, Lieutenant Samara Mankelow is holding HMNZS TAUPO's symbol of command, a hoe (a multi-purpose instrument that can be used as a paddle or a weapon). Commander Yvonne Gray is holding HMNZS MANAWANUI's symbol of command, a toki poutangata (ceremonial adze) named Te Toa Manawanui o Tangaroa. Commander Bronwyn Heslop is holding HMNZS CANTERBURY's symbol of command, a greenstone mere (a shorthand club).

Commander Fiona Jameson is holding HMNZS TE KAHA's symbol of command, a wahaika (club) named Hine Tai Rongo Matau (more on page 16).

Also in command on shore are Commanders Julie Simpkins, Commanding Officer Devonport Naval Base and Kerry Tutty, Commanding Officer Leadership Development Group.



OPERATION ENDURANCE 2023

HMNZ CANTERBURY's February mission to Campbell Island might have been cut short, but the multi-agency effort to get a result was impressive.

Words: David Williams, Defence Public Affairs
Photographer: PO Chris Weissenborn



CANTERBURY: THE ANSWER TO ENDURING QUESTIONS

“The answer is CANTERBURY, what’s the question?”

“My predecessor passed it on to me and I think his predecessor may have said it to him,” says Commander Bronwyn Heslop, Commanding Officer of the Royal New Zealand Navy’s military sealift vessel.

“It’s very much a philosophy for the commander of CANTERBURY.”

The ship was called on to respond to a few questions over January and February. Fresh from Operation Havre to the Kermadec Islands, CANTERBURY then embarked on Operation Endurance, the biennial government support operation to the Sub-Antarctic Islands.

However, just one day into 10 scheduled days of work for Campbell and Auckland Islands, the ship was called back to help with the response to Tropical Cyclone Gabrielle.

“Despite being cut short, two weeks effectively became two days, I believe the prioritisation of tasks was very effective... the government agencies were very happy with what they achieved.”

The Department of Conservation, MetService, Defence Technology Agency and staff and students from the Sir Peter Blake Trust were forced to condense their programmes.

For RNZAF No. 6 Squadron, NZ Army’s 5 Movements Company and Navy crew in the Zodiacs, it meant the second day was spent lifting material off the island, some of which was dropped off the day before.

Perseverance Harbour is notorious for ships dragging anchors and CDR Heslop had been advised against remaining there overnight.

However, with her meteorological background, she had looked at the data, the wind direction and strength and was comfortable to remain at anchor overnight.

“It saved us a lot of time weighing anchor, and conducting pilotage in and out. Remaining at anchor on that night contributed greatly to the success of the operation in the timeframe that we had.”

And CDR Heslop was delighted with the good weather for the two days, something which probably wasn’t predicted at 52° South.

“It was completely atypical. We were blessed with great weather up at Raoul Island and things worsened there. It deteriorated for the final part of Operation Havre and I thought it was great training for Op Endurance... it wasn’t needed.”

That meant the ship, with a relatively junior crew, was able to forge ahead with engineering casualty drills, switchboard drills and bridge training.

CDR Heslop was very happy with the time the No. 6 Squadron’s Seasprite helicopter got in the air.

On top of the number of Zodiac ‘taps’ (missions in and out), Leading Helicopter Loadmaster Jesse Turi completed his final task over the flight deck to qualify as a helicopter crewman.

“That’s huge,” CDR Heslop said.

CDR Heslop had been Commanding Officer of Canterbury for 10 months before Operation Endurance, but nearly eight months of that was in maintenance.

“We got three weeks at sea before Christmas and we have been deployed since the 23rd of January,” she said.

“Sea time is what we join for. It’s a well-known saying that a day alongside is a day wasted. The more sea time we get the better.”

Operations Havre and Endurance had the same focus; conservation, science and reconnecting two different iwi with their whenua.

“Responding to Gabrielle is different but probably more meaningful. We are going to help our people and ship’s company are ready for that.”

The crew knew the reasons they sailed south ahead of Cyclone Gabrielle but had been keen to return to New Zealand to help out, she said.

“There are lots of people here from East Cape, from Northland, Hawke’s Bay. It was about helping people’s aunts and uncles, grandparents.”





MOUNTAIN FLYING AT LOW LEVEL

Its highest point is only 558 metres above sea level and many people might call that a hill, but Campbell Island still requires mountain-flying skills and a lot of preparation.

The weather eventually proved to be kind during the two days of flying and Royal New Zealand Air Force No. 6 Squadron and Seasprite NZ3614 managed to take 13 loads ashore and bring back seven loads to HMNZS CANTERBURY.

Pilot, Lieutenant Commander Luke Godsell said the previous Operation Endurance team had put together a comprehensive guide on flying conditions in the Sub-Antarctic Islands.

“There was a fair bit of pre-reading on what to expect and we had to have squadron currency in mountain flying in order to come down for this operation.

“One of the key prep things we have is the mountain flying training

that we do, even though we are not up at the heights of mountains a lot of the techniques and weather expected is similar.

“It’s the local effects that can catch you out. You can have a predominant wind from the west but because of the terrain, and very steep cliffs on a lot of areas of the island, you can find it will come from any direction.”

“Beeman Base is another great local effect for the wind where it can be coming from one direction, but once it hits the terrain it shifts, accelerates and can catch you off-guard.”

In the end, the only hindrance was cloud, which delayed some of their jobs around Mt Honey.

“We’d basically fly circles, wait for the cloud to shift and then get in there to drop in and out.”

They had been planning on getting up to six days’ flying, but in the two days they were in the air they achieved enough.

“We got everything done that we were tasked to do in the two days. If we had another five days there would have been wildlife tasks and some extra kit to come off the island.”

Loadmaster Lieutenant Zach Taylor said the crew was lucky in that it had just completed Op Havre at Rangitāhua/Raoul Island and a lot of that prep continued over in the gear that they needed and served as a nice lead in.

“It’s a pretty unique place. We were lucky to come to somewhere as remote as this. It’s ruggedly beautiful.”





MUD, KELP AND PLANKTON

“It’s amazing how much information you can get from a little bit of mud.”



That was the comment made as students braved wind and wet on one of New Zealand’s most windswept outer islands as part of Operation Endurance in February.

The Sir Peter Blake Trust’s environmental leadership expedition included 11 students and five teachers taking part in scientific research with scientists from the University of Otago, GNS Science and the Cawthron Institute.

In two days they managed to take a 3.3-metre deep peat core sample in the mist of Campbell Island’s Col Lyall Saddle, within sight of nesting albatrosses, and collected plankton and kelp samples from the waters of Perseverance Harbour.

“We are sampling peat to look at the changes in the westerly winds through the sediment layers,” said Ankia Van Zyl, from Auckland.

“We also collected plankton from the back of HMNZS CANTERBURY to look at environmental DNA so it’s possible to detect the presence of something like a marine pest without actually have to visibly observe, by which point it might be too late to do anything about it.”

Lara Teodoresdu, also from Auckland, said sampling kelp would assist research being carried out in Antarctica.

“In the past couple of years they have noticed some kelp wash up on the shores of Antarctica. And so it drifts around the continent [via the Antarctic circumpolar current] and onto the Antarctic Peninsula.

Campbell Island sits in the path of the Antarctic circumpolar current, which is driven by strong westerly winds.

“We are looking at the kelp on the shores here and testing it to see if the microbes and pathogens can be transported on kelp rafts across the Southern Ocean.”

The pair thoroughly enjoyed their five-day expedition on HMNZS CANTERBURY, their first time aboard a Navy ship.

“The people have been amazing and really interesting. The sailors too, they are just all so welcoming.

The catering aboard CANTERBURY proved a surprise.

“It wasn’t what I expected,” Ankia said. “I always thought Navy food wouldn’t be very good, like a pot of gruel or soup. But we got here and it was a whole buffet and everything was just so yummy.”

The students and teachers also took part in PT on the flight deck, kapa haka practice and psyche briefings.

Freya High, from Nelson, said she was impressed how everything was really ordered and structured but everyone is really supportive and friendly. “I really had a good time.”

It also helped that sea conditions were calm for the trip.

“They hyped it up to be really swelly and we thought it would be horrible, but it was really calm. It was kinda disappointing, but I don’t think we would be disappointed if it was really swelly.”

She was in her element when she got to the peat sampling.

“It’s amazing how much information you can get from a little bit of mud.”

The Sir Peter Blake Trust has been accompanying Navy ships to New Zealand’s outer islands for more than 10 years. The first was 2012 on Op Havre aboard CANTERBURY and also in 2014, and 2016 (aboard Offshore Patrol Vessels), 2018 and then this year.

Blake Head of Programmes Jacob Anderson said their truncated work programme shows how much you can do in one day.



“It was great to complete the plankton tows in Perseverance Harbour, collect kelp samples and get one peat core. We would have loved to have collected peat from the Mt Honey site, but we managed to get one peat core from Col Lyall Saddle.”

Layers of peat contain information about the vegetation and climate when it was deposited.

“The peat collected from Campbell Island can be used to understand how the changing strength of westerly winds have influenced rainfall patterns, and how heat and gases (such as carbon dioxide) are exchanged between the ocean and atmosphere.

The students also enjoyed sitting down and grilling Commander Heslop for more than an hour on the Embarked Forces Recreation Room couches.

“To chat with the CO, to get her insight and leadership style for the group, all the experiences on the ship are as valuable as the science education,” Mr Anderson said.

“Everyone’s really enjoyed their time on the ship.

“The students have fully embraced all the different opportunities and all of the ship’s company to learn from them as well.

“More than anything, they’ve realised that plans change. Right from the start. You have to have an element of flexibility and that’s one aspect of operating on a ship like this.”



DOC DRILL SPRINGS TO LIFE MORE THAN THREE YEARS LATER

The Department of Conservation's flying visit to Campbell Island as part of Operation Endurance achieved a few targets, despite the short time frame.



One of the tasks completed was installing a radio repeater on Mt Honey, which will improve communications between huts on the island – making life easier and improving safety.

Another task was to retrieve gear left behind at North West Bay hut in 2019.

Some of it was rubbish, however they also left behind some power tools. One drill surprisingly still had two-thirds charge left and the Navy team was able to use it about the hut.

DOC was also able to fix a leak in the roof of its building at Beeman Base and take an inventory of its equipment, which would make planning for the next trip easier, DOC operations team lead Sharon Trainor said.

Aside from the logistical tasks, DOC staff managed to do a little albatross and penguin monitoring.

Eleven hoiho penguins at Middle Bay had their blood sampled and were swabbed for disease monitoring, and nine have had satellite tags attached to track post-guard (when parents leave the nest to search for food) and pre-moult foraging at sea.

They installed 12 remote cameras at royal albatross nests to monitor breeding success and attached 29 geolocator tags on royal albatrosses to monitor their movements over the next year or two.

They also counted as many birds within the Col study area as possible and checked for banded birds.

Photos: A DOC team heads into the hills to conduct wildlife monitoring.

Southern Royal Albatross in tussock on Campbell Island.

A Campbell Island seal watches the photographer.





CHEATING THE PEAT, STOPPING CHOPPERS BOGGING ON CAMPBELL ISLAND

Peat is the surface organic layer composed of partially decomposed plant matter, which has generally accumulated under waterlogged conditions.

At Col Lyall on Campbell Island, Sir Peter Blake Trust researchers discovered the soggy peat, which is generally oxygen deficient and acidic, went down to a depth of 3.3 metres. Such peat covers most of the island.

In short, it's soft and deep and you wouldn't want to land a heavy helicopter in it for too long.

As such, Operation Endurance was limited to dropping underslung loads and touch-and-go deliveries of people and equipment by the Seasprite.

"They landed on this mission but the wheels sunk into the mud by about half a foot. It's not something you could regularly land and take off from," said Corporal Laochailan McGregor, section commander of 25ESS of the Royal New Zealand Engineers.

The plan is to establish a more suitable helicopter landing pad at Beeman Cove, the main centre of Campbell Island, the site of DOC and MetService buildings.

This will allow heavier helicopters, such as the NH90 and others, to properly land and unload.

So the NZ Army engineers on Op Endurance, in the short time they were on the island, evaluated three potential sites for the pad.

They were looking at the aerial approach and exit areas, site access and the layout of each site.

Lieutenant Levi Hibbert, troop commander of 2nd Field Squadron, Royal New Zealand Engineers, said the three sites were near an old storage building, a large grass

field behind the camp and an old fuel storage concrete pad, which will need a further two tanks to be removed.

"We've got all the data we need from that so we just need to go away and do some calculations and reports and see which one would be the best," LT Hibbert said.

Photos, left to right: A Seasprite SH-2G(I) is carefully guided onto steel plates (out of shot) during a previous Campbell Island mission (2020) in the hope the helicopter won't sink in.

The main base of Campbell Island at Beeman Cove.

EXCITING TIMES FOR NEW COMMANDING OFFICER

CDR Fiona Jameson has taken command of Anzac frigate HMNZS TE KAHA, stating “I have the ship” to outgoing Commanding Officer Commander Kane Sutherland on 3 March. She is the first woman to command TE KAHA.

It's been five years since Commander Fiona Jameson last served in an Anzac frigate. During this time the Anzacs have been on a huge modernisation journey with the FSU upgrade occurring in Canada during the Covid pandemic.

But even with the changes, she says she's still reminded her of the familiar frigate feel – the pride, morale and personal touches that makes HMNZS TE KAHA what it is.

She joins three other female Commanding Officers of ships (see page 5) and she noted that she had always felt lucky to have strong mentors and people ahead of her to break the seas. “I've been able to ride in their wake. Now, as I take command with three other women, I get that slipstream of shared experience, but with a greater foundation, a greater normality around wāhine toa leadership. You don't feel like you're doing it alone. I'm of a generation of women that are raising each other up.”

CDR Jameson, of Tamaki-Makaurau attended High School in Whangarei, and joined the Royal New Zealand Navy in January 1999. Her Warfare Officer roles have seen her on missions to Australia, the Pacific, Asia and the Arabian Gulf, before a significant stint in the United Kingdom

to qualify as a Principal Warfare Officer with deployments to the South Atlantic. She concluded her time in the UK in Warfare Officer training roles.

She has since been Executive Officer of HMNZS TE MANA and HMNZS CANTERBURY, and Commanding Officer of HMNZS OTAGO. Following her Masters in Strategic Studies and promotion to Commander, CDR Jameson led the Directorate of Sea Power and Warfare. During Operation Protect, the NZDF response to the COVID-19 pandemic, CDR Jameson was Commander Task Unit North, handling 500 deployed personnel.

Command of an Anzac frigate is something she has aspired to and worked towards, she told her Ship's Company. “I am honoured to be here and taking command. My baseline as your Commanding Officer, and I pledge to you, is that at all times I will show respect for those I am privileged to command and lead, be they sailors, soldiers, aviators or civilians. I have spoken to a few previous Commanding Officers and advice to me last Friday was simple. ‘She is a fine Ship, look after her and she will look after you.’ For me, this is about Manaaki – ‘Mana’: the individual, ‘aki’: to care for and foster. It's about empowering and enabling every individual to play to their strengths and be their authentic best at work.”

TE KAHA's mission is clear – to provide alongside HMNZS TE MANA the naval combat capability for New Zealand, she said.

“I've known JJ (CDR John McQueen, CO TE MANA) my entire career, we were at selection board together. The ships are like really strong twins, coming together to regenerate the Naval Combat Force. We'll be supporting each other as we build up towards operational roles.”

TE KAHA has the unusual distinction of having two symbols of command, a pair of wahaika (Māori hand weapon) named Te Kaha Nui A Tiki (Tane, male) and Hine Tai Rongo Matau (wāhine, female). While both deployed together initially generally the ‘male’ has gone to sea and the ‘female’ has remained at Te Taua Moana marae to connect the Ship to the Navy's spiritual home.

CDR Jameson chose to take “Hine Tai Rongo Matau” at the Change of Command. “It was the one that spoke to me the most. The wāhine symbol of command will ground me, while the tane will go to the marae and be the balance, connecting and supporting us, just as our families support us from home.”

Her husband, Lieutenant Commander Andrew Jameson is currently deployed as the Executive Officer of HMNZS CANTERBURY.



He will post ashore mid-year and assume the default parent role to their two children, Amy and Freya when she deploys. Like most Defence Force families, they rely on a network of support from friends, family, school, and the Navy community to make it work.

As a leader, she said she is very honest and no good at pretending to be something she's not. "I can't be good at everything, and it takes a huge amount of energy to try and be something you're not good at. So I seek to leverage diversity across the team and empower everyone to contribute and bring their strengths to the table. By fostering a culture that creates a safe trusting and inclusive environment then – as a ship and its company – you can be strong. The most successful teams are not full of excellent individuals – they are the ones full of real humans who support and enable each other creating the space for individual and collective success."





CAPT David Turner, Defence Attaché to the Republic of Korea, with Commander Matt Wray, Armistice Education Officer, at the ROK Naval College at Jinhae.



Defence Minister Andrew Little looks at plans of Devonport Naval Base with LTCDR Pitiera Dawson and CDR Julie Simpkins, CO PHILOMEL.



MID Jennifer Fellows stands with her classmates during the graduation of JOCT(Reserves) 2022/2023 at Devonport Naval Base.

OUR P



ENS Oscar Brady on the bridge wing of HMNZS CANTERBURY during Operation Endurance.



CPOSCS Rawiri Barriball holds the mauli for the Navy's new Community Centre in Devonport, during its formal opening on 29 March.



POCSS Samantha-Joan Scothern, HMNZS CANTERBURY.



LT Jacob O'Neill shows visitors around the bridge of HMNZS MANAWANUI during a visit to Lyttelton.



ASTD Tahlia Sio-Rogers helps prepare food at the Vince McGlone Galley for Ruby Tui's appearance.



ASTD Karen Brown and ALSS Amra Simek help with refreshments during an International Women's Day event at Devonport Naval Base.

PEOPLE



AHSO Evan Teao on HMNZS CANTERBURY's helm.



CDR Dave Barr, CO of HMNZS AOTEAROA, with Black Fern Ruby Tui.



From left, CDR Julie Simpkins, CAPT Maxine Lawes, CDR Kerry Tutty and CDR Paula Dacey during International Women's Day celebrations.



INTRODUCING THE MARITIME TRAINING GROUP



For sailors about to undergo a shakedown or workup, they're colloquially known as the 'Green Team'.

Now the RNZN Maritime Operational Evaluation Team (MOET) has been formally renamed as the RNZN Maritime Training Group, with Commander MOET becoming the Navy's newest Commanding Officer.

Commander Andy Dowling was formally recognised as CO MTG during an Assumption of Command ceremony on 3 March at the National Museum of the Royal New Zealand Navy.

The 'Green Team' is so-named because its members don green coveralls when undertaking an evaluation of a ship and its crew. However, its new official name is more representative of training and coaching over evaluation, said Commander Phil Rowe, Fleet Seamanship And Executive Officer.

"Times change. A key part of that change is how MOET evolve in training units and sailors to perform in a contemporary maritime environment," he said.

"It was determined that the MOET were often called upon to spend significantly more time coaching and training with less focus on 'evaluating' than their name suggested. On reflection, transforming MOET into an organisation that supports and works with the ships in an official training capacity seemed the most logical way forward."

The official change to a training team reflects the structure of partner navies. "The Royal Australian Navy have the Sea Training Group and the UK's Royal Navy have the Fleet Operational Sea Training team. Both these teams exist to deliver collective training to units prior to deployment and MTG will be no different."

The team will wear a newly-designed badge featuring a Kākahi (Orca). "Whales were seen as benevolent guardians when they swam alongside the waka, guiding the way through tumultuous Pacific storms towards the safety of land.

"The Pūhoro patterns in the background symbolise speed and agility which is why it is the primary pattern used on the legs of Toa or warriors. In this case it is representative of this both physically and mentally."

Photo: CDR Andy Dowling accepts his Command Directive from CDRE Garin Golding, Maritime Component Commander.



RUBY TUI WOWS AT NAVY BASE



Rugby World Cup star Ruby Tui said she had the time of her life during her visit to Devonport Naval Base for International Women's Day celebrations on the 8th of March.

Tui was collected from Auckland CBD and transported by Navy RHIB to the base, where she delivered a keynote address at the Vince McGlone Galley.

She shared personal stories, particularly around overcoming obstacles that stand in the way of success. "In the Black Ferns we have a mantra about getting comfortable with being uncomfortable. This means leaning into the issues you face and addressing them by being authentic and being courageous."

Tui was given a tour of the base, and then was shown around HMNZS AOTEAROA by its Commanding Officer, Commander Dave Barr.

Speaking to *Navy Today* after the event, Tui said she hadn't known a lot about the Navy prior to the visit. The experience was "mind-blowing", she said.

"The whole moment was to celebrate International Womens Day, and there's pretty similar parallels between rugby and the Navy. Rugby has been male-dominated, so it was just cool embracing females in this environment, and seeing the diversity. Diversity can save your life, or win a game."

She brought in her Olympic gold medals for people to see, and posed for lots of photos. "It was a really great vibe in the room. It was a celebration of what we have done right, and a celebration of cool people doing cool stuff."

Her tour of AOTEAROA made her realise what the Navy did for others. "That was one thing that really got me. This ship can create fresh water and fill up massive boats with fuel. I thought the Navy went around doing military stuff, but they go around saving lives as well. Their whole point is to serve."

Leading Youth Development Specialist Melissa Gilmartin-Kara was one of the sailors escorting Tui during her visit. "Tui is very honest and genuine. The way you see her on social media and on TV is what you get. She's straight up, she doesn't sugar-coat anything. Everyone was fixed on her, listening to what she had to say. When it came to questions, hands went up."

The sailors performed a haka for Tui. "We hadn't pre-empted it, but everyone felt the wairua was there in the room."



HMNZS TAUPO COMPLETES FORCE GENERATION

As New Zealand experiences more extreme weather, it pays to have all ships in the fleet capable of aviation interaction. That was just one tick in the box in a busy start of the year for HMNZS TAUPO.

During the month of February HMNZS TAUPO was at sea conducting a Maritime Training Group Covered Shakedown (MCSD), the final step in the ship's Force Generation Period. Lieutenant Samara Mankelow, Commanding Officer, says the main focus was the ship's boarding capability, ensuring TAUPO is ready for deployment to the South West Pacific later in the year.

TAUPO worked with a No. 6 Squadron Seasprite helicopter to practice vertical replenishment flying serials from the quarterdeck. TAUPO successfully achieved the serials, receiving an Authority to Operate, the first Inshore Patrol Vessel to achieve this milestone in a number of years.

This gives TAUPO the ability to employ the Seasprite in replenishment and winching exercises, as well as utilising them in search and rescue, all prudent and valuable with the extreme weather New Zealand has seen this year.

Following five days of core mariner skills training, the ship was preparing for entry into Opuia, Bay of Islands. But with Cyclone Gabrielle on its way, the Commanding Officer and the Harbour Master agreed – better to head to Devonport.

TAUPO stayed ahead of the worst of Gabrielle's effects, but Ship's Company were still piped down as TAUPO transited the Harbour Limit and Ninepin and Cape Brett (famous for the Hole in the Rock). Beam-on seas soon followed with the ship being shunted from side to side while the stabilisers worked to keep the ship upright.

Waiting out the storm in Devonport took five days, impacting the ship's shakedown programme. But it meant the crew were a short distance from their homes and able to prepare their properties and families as best they could for the second hit of flooding and high winds to hit Auckland. A few members of Ship's Company had their homes red and yellow stickered in the Auckland floods, and the Executive

Officer had a newly developed unwanted water feature running through his living room.

Once free to go to sea, the ship hit its key mission: building the ship's operational boarding capability. Last year six personnel had completed the Boarding Course, and during the MCSD the skills were put to the test, with the team utilising the RHIB and boarding various commercial "vessels of interest". The whole evolution from the command organisation, down to the boarding party's execution of vessel searches, interactions with the vessel master and crew were all under scrutiny.

To assist in this training, the Maritime Training Group (MTG) utilised the help of other government agencies, with Customs and Ministry for Primary Industries (MPI) fisheries officers working alongside the boarding party.

During the final week of the MCSD, TAUPO was joined by the Maritime Component Commander (MCC), Commodore Garin Golding, who embarked WARSHIP TAUPO via sea boat transfer from Tauranga. MCC observed how TAUPO was tracking with their operational readiness, and wanted to see how the boarding capability had been developing over the past month.



The final morning of the assessment had the ship responding to a 'distress' call from a yacht in the vicinity of Kawau Island – all part of the greater scenario that TAUPO had been living and breathing for the last three weeks. The exercise featured a distressed ship with a severely injured casualty, inoperative engine and were dragging anchor towards rocks within 15 minutes from their stern. This proved testing and challenging for the ship, requiring TAUPO to find the vessel in distress and deploy the correct personnel in the RHIB during windy and choppy sea conditions. Preparations for flying to evacuate the casualty were also in full swing.

Fast forward to the completion; TAUPO had the correct people in the right place at the right time to provide effective support to the yacht and the personnel aboard. The ship saved the injured crew member, fixed their engines and stopped an unprepared member of the yachting community running aground – all an exercise of course!

After the long month of training and evaluation the Ship was assessed as "Standard Achieved" a great result all round. This was a huge achievement for a small Ship's Company who were, for the most part, new to TAUPO but are now ready in all respects for operations.

Photos, left to right, top to bottom: Commander Maritime Training Group, CDR Andrew Dowling, RNZN, watches over a boarding.

The Seasprite helicopter winches a member of Ship's Company off the deck during the aviation capability assessment.

HMNZS TAUPO at sea conducting Maritime Patrol.

AMT(L) Matthew Duffy and AMT(P) Jordan Muirhead provide successful leak stopping to a split water pipe during a flooding exercise.

The Ship's medic, AMED Ben Steele, leads the medical team as they make an assessment of the rescued casualty.





FORMER RNZN VESSEL ARRIVES BACK IN PORT

■ By Scott Sargentina,
Public Affairs Manager (Navy)

More than a quarter of a century after HMNZS MONOWAI decommissioned from the RNZN fleet and was sent to the Spanish shipbreakers, the ship has made a triumphant return to the Devonport Naval Base.

A lovingly crafted replica of the ship was gifted by model maker Malcolm Taylor of Ashburton to the Deputy Chief of Navy, Commodore Andrew Brown at a presentation last month.

Malcolm is a widely acclaimed model maker who has been perfecting his

craft over 60 years. In that time he has built six other RNZN vessels, although he admits the model of MONOWAI has taken the longest – over 35 years on and off!

MONOWAI was the Navy's hydrographic survey vessel between 1977 and 1997. Dubbed the 'Ghost of the Coast', the ship remapped most of the New Zealand coastline including the Chatham, Campbell and Auckland Islands. This is why the presentation was fittingly held at HMNZS MATATAUA, the Navy's Dive and Hydrographic Unit.

But in some ways, HMNZS MONOWAI is better known for being the first RNZN ship that women were allowed to serve on.

At the presentation today were Captain Maxine Lawes and Chief Petty Officer Vicki Ryan who were two of the original 13 junior female ratings

who joined MONOWAI in December 1986 as part of the first mixed crew in the Navy's history.

In 1981, women constituted 8.3 percent of the RNZN, mostly in the Supply and Secretariat Branch, and in the telecommunication trades. It wasn't until 1986 when Chief of Naval Staff was authorised to offer women "temporary sea-going postings.... in non-combatant ships". In December, 13 female ratings and one officer joined MONOWAI for the 'Women at Sea Pilot Study' (WAPS), designed to run for three years.

The programme was successful. From January 1989, all women entering the RNZN had to serve at sea, except those in a limited number of shore-only trades.

NAVY POSSIBILITIES DISCUSSED AT SCHOOL

Ordinary Musician Jasmine Ward's career is marching to a new beat, and she's hoping to encourage students from her old school to follow suit and pursue a Navy career.

■ By MID Phil Taylor



The Royal New Zealand Navy Band percussionist was in Christchurch recently with the New Zealand Army Band and spoke to year 7-10 and year 13 St Margaret's College students about her Navy experience during Basic Common Training and since. OMUS Ward left St Margaret's in 2020 and, post-Covid lockdown, gained an audition with the Navy band. She graduated with BCT intake 22/02 in December.

"My Mum is the librarian and archivist at St Margaret's, and I'd said that I'd love to go back and share my

experience because of my passion for Defence and I'd love more girls to be there.

"Mum mentioned it to the staff and Principal and they said they'd love for me to come and share my journey because it's quite different to the one a lot of St Margaret's students take. The point was to get that message across that you don't have to take that typical pathway to Uni, and an office job".

Jasmine reflected on her BCT experience, the challenges it posed and the opportunities it created, particularly with the RNZN band.

"Quite often the Year 13s will be well set on their path. I think I got a bit more interest with the Year 7-10s and it will spark an awareness where they might not have seen a career. That's definitely the age when I first became interested in Defence, because I was exposed to it through playing with members of the Army Band as civilians.

"When I was younger I wanted to join as an officer because I felt that would be where I would excel, and I might still seek a commission. It's just happened that the opportunity came up to join the Navy band. If I didn't have that opportunity I'd probably have applied as an officer anyway."

For now, Jasmine is relishing the opportunity to build her skills and connections with the other military bands.

"My favourite percussion instrument is the marimba – like a giant xylophone – that's my speciality. Coming into the Navy band I have to learn to play the drum kit. It's not something I have done a lot of, and a lot of our music can't be played without one.

"Because of my background in tuned percussion my hands work really well, but getting my feet to work with my hands is quite a different story. I'm working with a tutor in Auckland and have a couple of weeks with the Army Band specifically to learn the drumkit."

"I would recommend all sailors to explore an opportunity to visit their old schools and talk about their Navy experience."

Photo: OMUS Jasmine Ward (right), pictured with singer LT Rebecca Nelson.

GETTING UP CLOSE

Navy Today talks to Petty Officer Youth Development Specialist Albie Roebeck and his out-of-the-ordinary photographic capture of junior officers under training.

"I'm a course instructor for Junior Officer Common Training intake 23/01. Long story short, I was tired of hiring photographers to take photos of me in my sporting life, such as boxing. So I purchased an up-to-date phone and started to learn through trial and error."

This selection of shots features JOCT 23/01 training at Tamaki Leadership Centre on the Whangaparāoa Peninsula and undergoing a swim test in the Waitematā Harbour.

POYDS Roebeck uses an iPhone 13 Pro Max, and one thing he doesn't

do is stand back. He could be lying on the ground looking up, or aloft looking down. His phone could be inches above the chop of Waitematā Harbour, all in aid of giving an almost personal glimpse into the rigours of Navy training.

"I want to give people something different. I want to capture facial expressions that tell the story. When I'm taking the photos, I'm thinking about how much I would have loved to have shots like these when I joined, many years ago. I just want to give them the best possible shot with the best possible memory."







WORKING BETTER MEANS WORKING SAFER

Able Seaman Combat Specialist James Perham likes to make things work better on board HMNZ Ships. And since better often means safer, his work has earned him the Best Initiative to Address a Safety Risk award for 2022.

On board HMNZS CANTERBURY, ASCS Perham installed helmet wheelie bins for the top and bottom of the gangway, making them readily available during craning series. He independently raised a purchase order to replace standard sockets in an impact gun to specific impact sockets – a safer option. And he devised a simplified way to manage petrol storage in the Port Mooring Station Petrol Stowage Rack, following numerous miscommunication events and mistakes in stowage.

His citation says this is an impressive level of initiative for someone in such a junior rank. “He went well above and beyond what was expected of him in his role, and was proactive instead of reactive. James saw

problems and found solutions to eliminate or reduce safety risks,” said the citation. “James is an exemplar of the behaviour all units would like to see in their personnel.”

He was formally presented with the award last month.

ASCS Perham volunteers for the Seaman Combat Specialist role in the Safety, Health and Environmental Management System (SHEMS) committee. He supports the SHEMS committee to a high standard, and leads from the front regarding safety.

He said he is not the hi-vis and clipboard kind of person, ready to fill out a safety report. He’s all about making things work.

“I’m about making life better and more efficient, and as a result it improves safety.”

ASCS Perham, from Nelson, joined the Navy in September 2019. “I’ve always wanted to get to sea in some way. I volunteered with the Coast Guard, and I’ve worked in Fiordland on luxury cruises. I saw the Navy as something where I could do all the normal aspects of going to sea, but also do lots of cool stuff you can’t do on civilian ships.”

He’s now posted to HMNZS MATATAUA, helping bring a new Littoral Warfare Craft into service.

“I really love my job. I’ve always said, I’m not staying in a job if I don’t love it. I’m still doing all the things I wanted to do when I joined.”

Photo: NZDF Director of Safety, GPCAPT Lisa D’Oliveira, congratulates ASCS James Perham.

FINDING THAT NICHE TRADE

From Army medic to Navy medic to Marine Technician, Gemma Townshend is an example of personnel being helped to find the niche that suits them best.

Able Marine Technician (Electrical) Townshend, HMNZS AOTEAROA, knew she wasn't happy as a medic. It came to a head while posted to HMNZS OTAGO four years ago, but she admits she had never really settled in the trade in 10 years of service.

"I remember talking to one of my corporals during medic training, and how they would tell me it would get way better. But it still didn't suit me. I like working with people and as a medic on a small ship, it's just me."

AMT(L) Townshend wasn't ready to simply leave the services. She talked to her Divisional Officer, the Executive Officer of OTAGO, about the issue. She had worked with the engineers in OTAGO and had really enjoyed it. "He knew I'd be good in another role, and he wrote up the minute for me to change trades."

It's quite a shift, particularly when it takes about two years to qualify as a medic. But it's worked out well. The medic trade was accommodating, and she says people were pleased she was staying in the Navy. She felt supported in the move.

"I love being a marine technician," she says. "There's lot of mates and you're always learning something new. I didn't want to work in a trade where I wouldn't be challenged."

She completed her trade training in April last year, and then cleared her task book while posted to HMNZS AOTEAROA during the ship's deployment to South East Asia.

She officially became an AMT(L) – dropping a rank - while the ship was in Korea.

Joining the Army in 2012, her service change from Army to Navy came about in 2018 after a posting to HMNZS CANTERBURY as an army medic. "Medics can go anywhere," she says. "I made the change to Navy because I wanted to be in Auckland with family. And I could see it was easier to get promoted in the Navy and travel to interesting places."

Her advice to others thinking about making a change is to talk to their supervisor. "Ask them to set up a tour of duty with other trades to find out what it's like. That's what I did, and it's available for people to do."



WHY NAVY GOT THEIR MEDALS



If you're holding a set of your relatives' original World War II medals, you could be beating the odds.

Recent NZDF research has shed light on a culture of near-disdain among returned WWII servicemen to obtain their medals – although the Navy has bucked the trend.

This month, New Zealand Defence Force Senior Heritage Adviser Matthew Buck (pictured above) spoke to NZ media on the findings of his research report, *The distribution of campaign medals and stars in New Zealand after the Second World War*.

The report was inspired by the New Zealand Defence Force's ongoing campaign to reunite families of the 28th Maori Battalion with

unclaimed World War II medals. According to a survey, around 15 per cent were lacking medals.

Mr Buck discovered that the extent of unclaimed medals was a more general matter across WWII servicemen.

“Given the importance placed on medals today, it's hard to fathom that in the five years following the start of medals distribution in 1950, only around a quarter of New Zealand Army and Royal New Zealand Air Force veterans claimed their medals by 1960,” said Mr Buck.

“After that the uptake was nothing more than a dribble – less than a third of a percent annually. The only exceptions to this were Royal New Zealand Navy veterans, who had a financial incentive for claiming their medals; and the families of the nearly 12,000 New Zealanders who died in the war, who received their medals automatically in the mail.

“We don't know exactly how many Army and Air Force medals remain unissued because there were no general surveys of the rate of uptake after 1960. If this rate was similar to that of 28 (Maori) Battalion, however, we estimate around 22,000 New Zealanders who served overseas during the war may never have been issued their medals.

The ostensible reasons given by veterans for their refusal were that, unlike First World War veterans, firstly, they were required to apply for their medals and, secondly, the medals were issued without names, ranks and service numbers engraved on them. A veteran having to ‘ask’ for his medals was an affront, and the most frequently recorded reaction from veterans was that, as a consequence of no engraving, the medals had been rendered valueless.

The scale of engraving would have been daunting, involving over a million medals, and would have taken an estimated six years, on top of the five years' delay for the medals since 1945. The reason veterans were asked to apply was because, by 1950, Military departments could not be certain the addresses held would still be accurate.

The Government had also noted there had been a mass refusal to apply for medals by British, Australian and Canadian veterans and, when the Australian government agreed to engrave medals, it did not alter the uptake. The New Zealand government reasoned their own veterans would probably behave the same, and so there was no point in spending the time and money.

Mr Buck suggests that, over and above the claimed issues with engraving and applying, there were a variety of cultural attitudes which made veterans highly resistant to claiming or wearing their medals. Being automatically presented with them was one thing, but if you had to go out of your way to ask for them (and do a complicated application) to “clank around like a Portuguese admiral”, you were being vainglorious and conceited. Servicemen also thought the 1939–1945 Star was being handed out for ‘service’ to those who had been in safe jobs during the war. Particularly disliked was the Africa Star being issued to the ‘Tuis’, the Women's Auxiliary Army Corps who served in Egypt.

Why was the Navy's uptake so successful, with 92 percent of medals applied for? The British Admiralty paid out “Navy Prize Money” of £5.10s to all



Navy personnel who had completed at least 180 days of wartime service at sea in a naval vessel. You could apply for the money on the same form as your medal application.

Defence Historian John Crawford notes that the response should not be seen as surprising.

“By the early 1950s the Second World War was well over, and authorities were very focused on the war in Korea and the risk of it escalating. Those who had served were generally young men, now well established in civilian life with young families. Their military service was well behind them and they were past being told what to do by the military,” said Mr Crawford.

“For many of these men there had been no glamour in what they had been through, with horrific and brutal memories and lost friends.

Moreover, everyone had served. They knew what their neighbours and friends had done in the war and they didn’t need medals to know that.”

Mr Crawford said that, three generations later, perceptions around the medals have changed and it is important they are claimed.

“They are no longer a statement of service to their peers, but rather a tangible connection to a group of men and women who have all but passed. The medals help keep alive their memory, encourage families to learn more, share their stories and wear the medals with pride.”

The NZDF Personnel Archives and Medals team encourages families to enquire about whether medals have been issued. The team routinely checks for outstanding medallic entitlements whenever information is requested from a personal file.



For information on how to apply for medals, visit: [Medal applications – New Zealand Defence Force \(nzdf.mil.nz\)](#)

HISTORY: SNAPSHOT

ABLE SEA CAT 'ROTES'

A former crewmember of Lake-class patrol vessel HMNZS ROTOITI wonders what became of their all-too-brief ship's mascot, 'Rotes'.

Former Leading Radio Operator Bernie 'Duffy' Duff recalls how they adopted a stray cat during his posting aboard ROTOITI between September 1980 and September 1981.

"One of our stokers, Chico Carmen, returned one night from a run ashore in New Plymouth with a cat under his jumper. In the morning we had a mess meeting and a whip around. The cat was named "Rotes" and welcomed into the ship's company."

The crew smuggled him ashore, where he was de-wormed, given a flea treatment and deemed fit to post to sea. "Kitty litter was purchased and placed in a spit-kid (a shallow mess deck waste bin) in the forward heads on a slip-proof mat.

Cat rations were purchased – I think the Leading Cook sorted it on the boat's rations allowance. He was deemed too young to be put on the rum board."

He remembers that AB/Sea Rotes was kept below decks until ROTOITI had sailed, and once at sea he 'appeared' on deck.

"You can see from the photo (taken with a Kodak Instamatic) that the skipper, Lieutenant Gary Medcalf, allowed him to sleep on watch."

He was a great morale booster, says LRO Duff. "He rode the roughers well and I can't remember him disgracing himself at all."

Rotes went missing while alongside the pontoon in Auckland. "It was surmised that the dockyard was doing a purge on feral cats at that time, and he may have got caught. I suspect and truly hope that one of the married ship's company smuggled him home as a pet for their kids. Maybe one of my ex-shipmates can shed some light on it?"

Photos, left to right: Rotes on radar watch, when not chasing the radar line around and around.

Rotes snuggles in with the Commanding Officer, LT Gary Medcalf. Note the two 7.62mm L1A1 Self Loading Rifles, used as shark rifles.

ROTOITI's Buffer, Leading Seaman Chris Gibbons, with Rotes dressed in his rig.



NAVY INNOVATION

A junior rate has been credited with a study innovation that opens the doors to junior ranks as well as seniors.

Leading Combat System Specialist Davie Howie wanted the Targeted Tertiary Study Scheme available to a wider range of personnel than just the trades and ranks specified. He argued that because the original scheme focused on personnel with high future potential, logically junior rates should be able to apply, as people with years of service to offer.

He submitted the idea to the Navy Innovation portal and the idea gained support. People commented on how such an idea could help increase job satisfaction and in turn, aid retention. The idea was ultimately approved by the Assistant Chief of Navy (Personnel and Training).

Navy Innovation Manager Lieutenant Timothy Aldridge says ACN (P&T) has noted ACSS Howie's work and submission, but says the overall development and cultural shift to getting this implemented was a cumulative effort by a passionate few over a period of time.

"The course of study is not prescriptive but must be relevant to the likely future employment of the person within the Navy and applicants are to clearly describe the intended course/programme on their application. Applications for 2023 have closed however further information can be found in NZBR 37, Chapter 1, Article 1.10 for applications in the years to come."

RNZN Clearance Divers

WARNING ORDER:

The RNZN Clearance Divers are holding their reunion in Devonport over Labour Weekend 2023. To register interest and to be included in coming updates email: kiwicd.reunion@gmail.com and let us know your contact details.

We look forward to catching up with you soon round the jackstay or at the lazy-shot.

PROMOTIONS:

Congratulations on your promotion
(16 January to 22 March)

CDR BRAD KING

LTCDR ANTHONY TOY

LTCDR KEVIN DUNCAN

LT RAE TAILBY

LT MATTHEW IHAKA

LT ALEC WARREN

LT JAMES BLAKE

SLT CHRISTOPHER SMITH

SLT ERIN WARD

SLT BRITTANY

GLANFIELD

WOCSS JOHN KOHI

WOET SHANNON

NGAWHARAU

WOWTR CELIA TIOELI

CPOEWS MARCUS PURU

CPODR EASTON

NICHOLAS

CPOMED MATT PURCELL

CPOSCS TONY GORDON

POSTD NIRAH NATHAN

POWTR VICTORIA AMOSA

POCWS MARIA BIDDLE

POWT ISAAC

INWOOD-REARDON

POMT(P) BENJAMIN

COOPER

POMT(L) ROBERT GRANT

LCT TAANE TAPP

LHLM MICHAEL FRASER

LCWS RHYS DAVIS

LMT(L) KARAITIANA

MAXWELL

LWT RYAN CASTLE

LCT ANTHONY ELLIS

LDR ISRAEL DAVIS

LDR WILLIAM DORAHY

LYDS JAMES

PICKSTONE-COX

ADR

TAONGAMAITERANGI

AKUHATA

ASCS JAIRUS

EVANGELISTA

ASCS ALEXANDREA PERE

ASCS ELLIOTT RUFFELL

ASCS BROOKE

TEKLEBURG

ASCS CLARK VEAL

ASCS MYLES VOS

ASCS JAMES WHITE

ALSS STEVIE-LEIGH MAFI

AMT(P) BEN FUSSELL

AMT(P) RONAN KEAR

AWTR JESSICA TAYLOR

ADR WHAKAAIO NOPERA

AHSO CALLUM MOWAT

ALSS JESSIE PRICHARD

AHSO LUKE SIMPSON

ALSS HALLE TOTO

AHSO ELISE VERKUIL

ASTD HEHANI

KOHURANGI

AMA MONIQUE KIRWAN

AMA JOHN MORRIS

AMT(L) GRACE KELLY

AMA EMMA REVELEY

AMA JORDAN CLARK



THE INVICTUS JOURNEY 2023

■ By Charlene Williamson

The Invictus Games is the only international adaptive sporting event for Injured, Wounded, or Ill (IWI) current and former service men and women.

The Games use the power of sport to inspire recovery, support rehabilitation and generate broader awareness of the physical and psychological injuries sustained by those who dedicate their lives to the service of their country.

In 2023, the New Zealand Defence Force (NZDF) is sending a 22-strong team to compete at the Invictus Games in Germany. The sixth Invictus Games will take place in Düsseldorf from 9–16 September 2023. The team is made up of both serving and ex-serving members, including veterans, of the NZDF.

It has been a long road for this team, having mostly all been selected in 2019 for the 2020 Games which did not go ahead due to the COVID-19 pandemic.

Major General John Boswell, Chief of Army, is Head of Mission of the 2023 Team. “Train hard team,

compete well, and let’s have fun doing it – the game has just begun,” he said.

Commander Julie Fitzell is the 2023 Invictus Team Manager.

“I believe my role is to create a safe, supportive and trusted environment for each sporting competitor to have the best opportunity at preparing themselves on their journey to recovery and rehabilitation,” said CDR Fitzell.

“If I can be a key enabler in helping each of our competitors along in their journey, then I am doing my job as a manager.

“Adaptive Sport aims to enhance the quality of life of our IWI personnel. I encourage all NZDF personnel to get in behind and support this important kaupapa,” she said.

Fulton Hogan and Dynasty are team sponsors.

The team, who haven’t been together as a collective for a few years, enjoyed reconnecting with each other, and getting in some valuable training time recently in Burnham. With just under six months till the Games in Düsseldorf, the team is fired up and raring to go as they each focus on their individual and team sports.

Under the motto “A HOME FOR RESPECT” the city of Düsseldorf, together with the German Armed Forces, will welcome 500 competitors from more than 20 nations as well as around 1,000 family members and friends to compete in ten disciplines.

The team’s journey can be followed on [facebook.com/NZInvictusTeam](https://www.facebook.com/NZInvictusTeam) and keep an eye out for more on our team as they progress towards Germany.

Our team:

Stacey Adam, Jack Church, Michael Cotton, Stevin Creeggan, Jared Davidson, Paulette Doctor, Leigh Gurney, Soren Hall, Melissa Hansen, Tira Kaa, Stephen Limbrick, Buffy Little (co-captain), Caroline Mitchell, Adam Modd, Quintin Monk, Robert Pearce (co-captain), Daphne Pringle, Jason Rapana, David Sanderson, Sonny Tavake, Lindsay Thomas and Andrea McNabb.

Photos, left to right: David Sanderson and LPTI Jack Church

ACWS Paulette Doctor (front)

Our cyclists

15 ROUNDS

COMMANDER ANDY HUNT



01

Job title and description:

Deputy Director Maritime Littoral Warfare. My job is to provide maritime military capability expertise in the development of Capability Definition Documents, future capability gap analysis, capability/user requirements identification, and contribution to business case writing.

02

Date joined RNZN:

1st July 2013. I joined the Royal Navy on 21st October (Trafalgar Day) 1996.

03

First ship posted to:

Royal Navy, HMS EDINBURGH (Type 42 Destroyer- beautiful Ships). For RNZN, HMNZS CANTERBURY.

04

Best deployment(s):

My first major deployment as the Falkland Island Guard Ship. Three months down in the Falklands, and several months travelling back up via many South American countries, through the Panama canal, and then in to the Caribbean. An amazing eight months.



05

Hometown:

Portsmouth, UK, now Eastbourne in Lower Hutt

06

High school

The City of Portsmouth Boy's School

07

Favourite book:

Played Up Pompey, by Neil Allan

08

Favourite movie:

Forrest Gump

09

Favourite album:

Blur: *The Best Of*

10

Favourite song:

Tiny Dancer, Elton John

11

Favourite holiday destination:

I love Rome. I've been lucky enough to go there on holiday and with work, and think it's a magnificent city.

12

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

Football. Playing or watching. I am lucky enough to support the greatest football team in the world, Portsmouth FC.



13

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

I won the prestigious title of 'Mr Macho Ibiza 1995'. I still have the trophy at home, much to my wife's chagrin. Every so often it goes missing.

14

A valuable life/Navy lesson for me is?

I can't remember where I first heard it, but "try saying yes more". Since adopting this advice I have had many amazing experiences and opportunities, and worked with some fantastic people.

15

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

A fabulous organisation I have been privileged to serve.

