

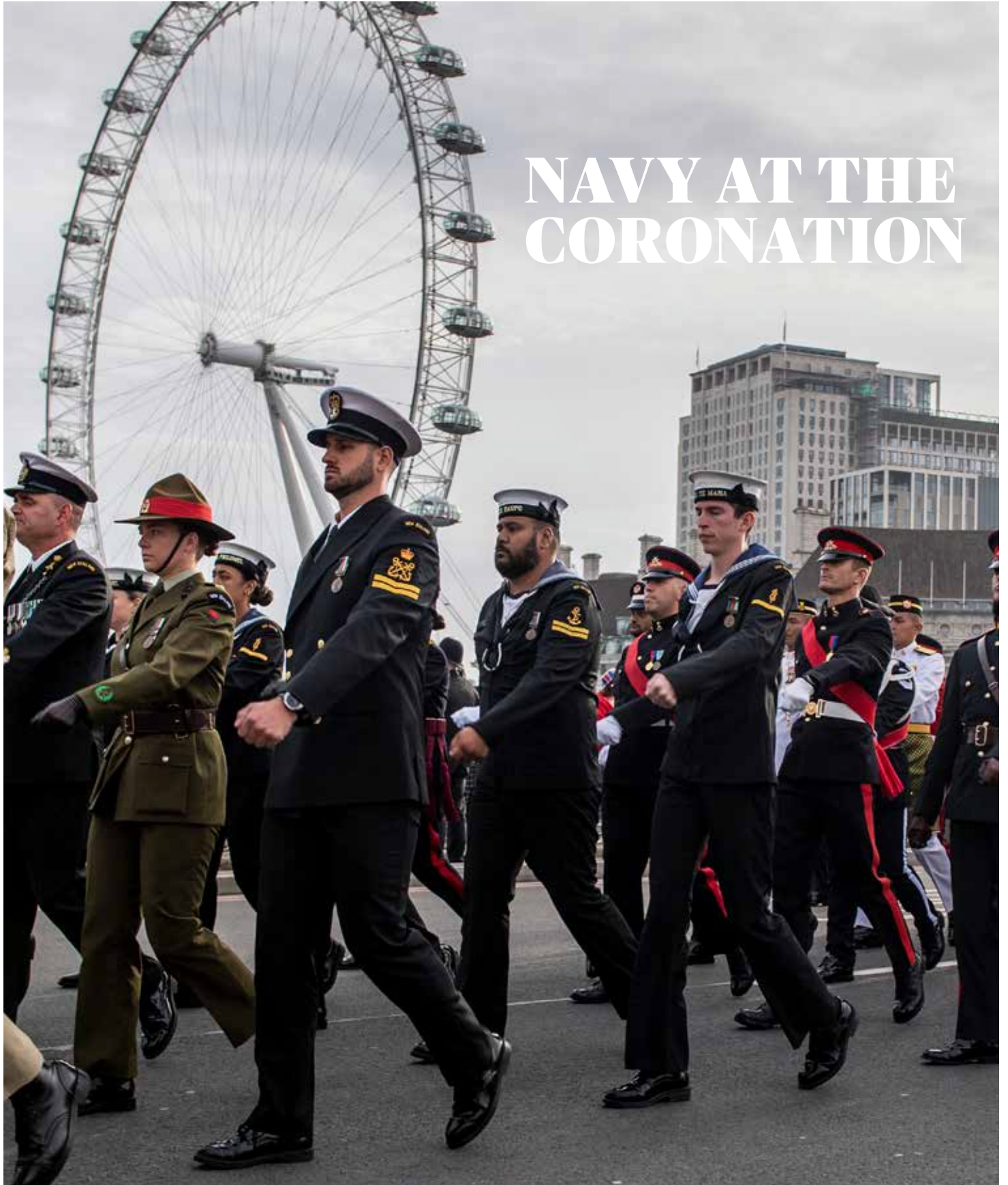
NAVY

T O D A Y

MARINE ENGINEER
IN HMS SPEY

INVICTUS GAMES –
DAVID SANDERSON

SCIENCE IN THE
DEEP SOUTH



NAVY AT THE CORONATION

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“It’s a once in a career opportunity – very few people get to do this so early, if at all. I’d do again in a heartbeat.”

- SLT Emily Aull, on exchange aboard HMS SPEY



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:
Navy personnel among the NZDF contingent marching in London for the King's Coronation.

Photographer:
SGT Vanessa Parker.



NZNavY navy.mil.nz



NZDefenceForce



Yours Aye

Deputy Chief Of Navy
Commodore Andrew Brown



Since taking up the position of Deputy Chief of Navy in November 2022, much has occurred and developed across our Navy. As we enter the mid-year, we should take a moment to reflect on some of what we have achieved so far in 2023. More often than not, we focus on the challenges we face, rather than taking the time to acknowledge the fantastic work of our sailors and civilian staff.

Our Navy's greatest asset is our people, and together we achieve incredible things.

Our core business, of going to sea, is an exciting part of Navy life. Whether they are littoral operations, regional or global deployments, or Humanitarian Assistance and Disaster Relief (HADR), our work affects people's lives. I commend those whose skills were called upon during the Cyclone Gabrielle relief efforts for Auckland, Northland, Hawkes Bay, and Gisborne regions.

Our Navy continues to develop and refine the way we operate. HMNZS MATATAUA developing a point of excellence with its bespoke Deployable Boarding Team capability. HMNZS TAUPO, with its impressive output in training the next generation of warfare officers, is about to deploy to the Pacific to assist in developing the capabilities of our Pacific nation partners alongside members of the

Maritime Training Group, as well as undertaking fisheries patrols in the Pacific region. We have also seen HMNZ Ships TE MANA, AOTEAROA and MANAWANUI conduct deep maintenance in preparation for operational deployments during the remainder of 2023. HMNZS CANTERBURY had a very busy start to 2023 with Department of Conversation-focused operations and has now entered a capability upgrade and maintenance period where it will receive a major communications upgrade.

In March I observed the annual Naval Reserve Exercise (RESERVEX 23) which included the graduation of a number of Reserve Junior Officers and Ratings. Reservists are an important component of our workforce where they offer a diverse range of skills, backgrounds, competencies and experience to be employed on a part-time basis within the Navy.

There is an immense amount of work occurring to make improvements for our sailors and their families, and to provide improved remuneration, allowances and conditions of service. The Chief People Officer has commissioned a review of remunerative allowances (including Military Factor) and the Government has approved an increase to the Defence budget of \$104.9 million. This means that we can lift base pay for our military and civilian members, and ensure that the majority of staff are being paid at, or within, 5% of the market for their sector. The introduction of the Interim Sustainment Allowance gives personnel at sea and doing duties alongside a substantial increase in their allowances for the next twelve months while the review occurs. There have also been some changes to HR policy to remove some of the dissatisfiers, including opening up access to Higher Duties Pay and changes to OEA qualifying periods. There is more to come in this space over the next twelve months.

I recently attended the two-day Maritime Culture Foundation Workshop which was very worthwhile and I encourage your attendance.



Ultimately the aim of this initiative is to have a culture that continues to enable high performance, while being safe and respectful for our people living and operating in a maritime environment. We know that many parts of our culture set us up for success, however we also know that there are opportunities for improvement.

Recently, following a medal ceremony at Devonport Naval Base, I stood for a photograph alongside 32 sailors. I was standing alongside officers and ratings who have accomplished so much in their lives, and every day they continue to demonstrate the values of the Royal New Zealand Navy. It is an enormous privilege to present medals and Service Awards where we can all pause and acknowledge our sailors' and NZDF civilians' contribution, along with their families and support networks who make it possible for us to do what we do.

Sport and recreation is, and always has been, an important enabler of our workforce and an integral element of military life. It is pleasing to see Inter-Service sport return after the disruptions of the past few years. We should acknowledge and be very proud of our Navy's sporting achievements this year; winning rugby's King George V Cup, the Navy Inter-Service golf team winning the Team Gross and Nett titles, as well as the Individual Services Gross title, and our strong performance at the annual ADF Hockey Championships held in Sydney. BZ.

Whether on the sea, land, or in the air, our Navy's contribution in support of the defence and security of Aotearoa New Zealand is very much valued and appreciated. We must not underestimate how significant our work is to the Navy, the Defence Force, the government and our nation. As we reflect on the first six months of 2023 we should all be proud of what our Navy has achieved.

Thank you for your service and professionalism during these demanding times.

**He waka eke noa –
we are all in this together.
He heramana ahau.**





GOD SAVE THE KING

A firing party at Devonport Naval Base perform a 21-gun salute on Sunday 7 May to mark King Charles III's coronation in England.

Photo: PO Chris Weissenborn



HISTORY-MAKING CORONATION MOMENT FOR NZDF CONTINGENT

In front of the eyes of the world, seven Royal New Zealand Navy personnel marched among a New Zealand Defence Force contingent through central London as part of the historic Coronation of His Majesty King Charles III on Saturday May 6.

The 20-strong New Zealand contingent marched alongside members of the UK Armed Forces and personnel from across the Commonwealth in the return processions from Westminster Abbey to Buckingham Palace. More than 7,000 personnel from 40 nations were involved in the spectacle.

NZDF Contingent Commander Major Mike Beale said it was a pleasure to have led the young and diverse group.

“A lot of hard work and discipline went into this by some exemplary sailors, soldiers and aviators. I, like many in the contingent, was proud to have the opportunity to participate in such an historic event.

“The professionalism demonstrated by our hosts in preparing for a parade of such a scale has been of the highest level, mixed with good humour. The professionalism of the Commonwealth troops from 40 countries, all with slight variations in their drill, has enabled us to achieve a standard befitting of being at the head of the procession.”

Photos: SGT Vanessa Parker





SAILOR PROUD TO REPRESENT NAVY

Interacting with the British Royal Family is in the blood for Royal New Zealand Navy Able Weapon Technician James Strachan.

The Weapons Systems Maintainer was among seven representing the Navy in the marching contingent for the King's Coronation.

AWT Strachan said he was incredibly grateful to have his own chance to interact with royalty.

"It's a privilege to take part in an event of this magnitude and importance. It is something that I will remember for life."

It's not the only experience he will remember for life. Earlier this year, AWT Strachan was deployed to Hawke's Bay to support the response to Cyclone Gabrielle, posted in HMNZS TE MANA.

"I was able to help save an adrift yachtsman during the cyclone. Being able to go out and help our community has been a highlight of my career. It makes me really proud."



FROM SIMULATOR TO SEA TIME

All of us on the Officer of the Watch Basic course knew when we joined and went through Junior Officer Common Training (JOCT) last year that we were joining to drive ships.

■ By MID Renee Woodward

However, I don't think any of us (aside from the two officers who had commissioned from the ranks) knew what driving multi-million dollar warships realistically entailed.

In November, 13 of us posted into the Navigation Training School to begin the six-month Officer of the Watch Basic course known as Bravos. The course is delivered in three parts; theory, simulator and sea. We spent two months learning the theory behind driving a ship. We were taught some big concepts which all came together when we got to the practical stage of our training – the bridge simulator.

The bridge simulator provides the RNZN with the capability to deliver high technical and professional training in all aspects of operational theatres. As 'bravos', we spent two months in the bridge simulator learning how to conduct coastal navigation. At the end of these two phases it was time to board HMNZS TAUPO and begin our third and final stage of training; the sea phase.

The sea phase was the most challenging yet rewarding stage of the six-month course. We were finally able to fully correlate the 'how we do this job' with the 'why we do this job'. Standing in a bridge simulator where you can pause the scenario at any time was an entirely different experience to standing on the bridge of HMNZS TAUPO. A new element of realism was unleashed when we felt the motion of the ocean rock the ship.

One of the biggest learning curves we experienced on board was conducting a Man Overboard exercise. The Ship's Company would throw Oscar (a brightly coloured 86kg dummy) overboard, a loud vocal alarm would be raised, and then it was time for us to take action. Conducting a man overboard recovery isn't as simple as turning the ship around, as the location of Oscar along with the relative wind and sea must be taken into account. Then you have to steady the ship up in different locations relative to the man and the wind. Whether you are recovering by sea boat or swimmer will also depend on the course of action you take.

We all had a few turns to practise the manoeuvres. "It's difficult, but it's a feeling like no other when you get it right," says Midshipman Lewis Pangalila. Another recently graduated bravo trainee, Midshipman Brooke Williams, described the adrenalin rush on first attempt when the loud vocal alarm was activated and she began issuing orders to put the ship in a position to rescue Oscar. Midshipman James Owens reflects on his first try where everything came together for him. "It was a steep learning curve", but he completed a successful first attempt thanks to the "coaching of our course instructor and the command team in HMNZS TAUPO".

HMNZS TAUPO has conducted three 3-week sea phases this year for the OOW(B) course students.

The ship's passages have stretched from Auckland to the Bay of Islands, Whangaroa Harbour, the Firth of Thames, and the far eastern side of Great Barrier Island. After successful completion of our final assessments in the bridge simulator a total of 13 Junior Officers will post to the fleet to continue their training.

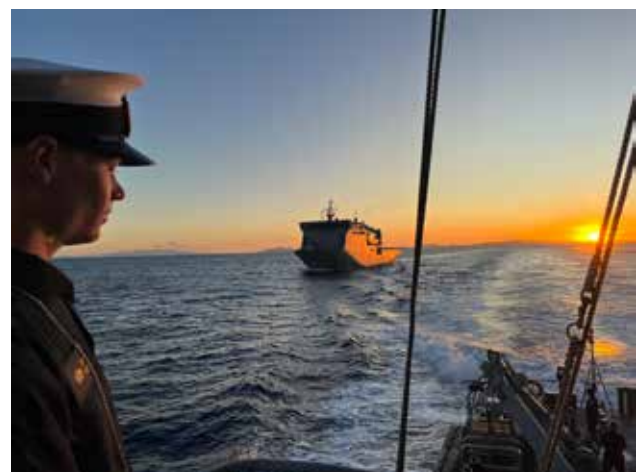
The three weeks spent in HMNZS TAUPO was overall an incredible learning experience. All 13 students were able to enhance our skills and gain a thorough perspective of the roles and responsibilities required of an OOW at sea. Bravos 22/02 thanks HMNZS TAUPO's command team and Ship's Company for their time and dedication spent on our training.

Photos: MID Ashnit Charan RFMF fixes the ship's position.

MID Naya Cook keeps an eye on the man overboard.

MID Floyd Ross prepares to conduct ceremonial with HMNZS CANTERBURY during a set of evening Officer of the Watch manoeuvres.

MID Brooke Williams measures the range to HMNZS CANTERBURY during Officer of the Watch Manoeuvres.



MOVING INTO POSITION

When the team in HMNZS TAUPO are performing “Officer of the Watch Manoeuvres”, what does it mean? Here’s an example.

OFFICER OF THE WATCH MANOEUVRE TO STARBOARD BEAM

1. Two ships travelling in column, 500 yards apart, heading due north at 12 knots. A guide ship is in front, and the outlying ship is at the rear.



Guide Ship

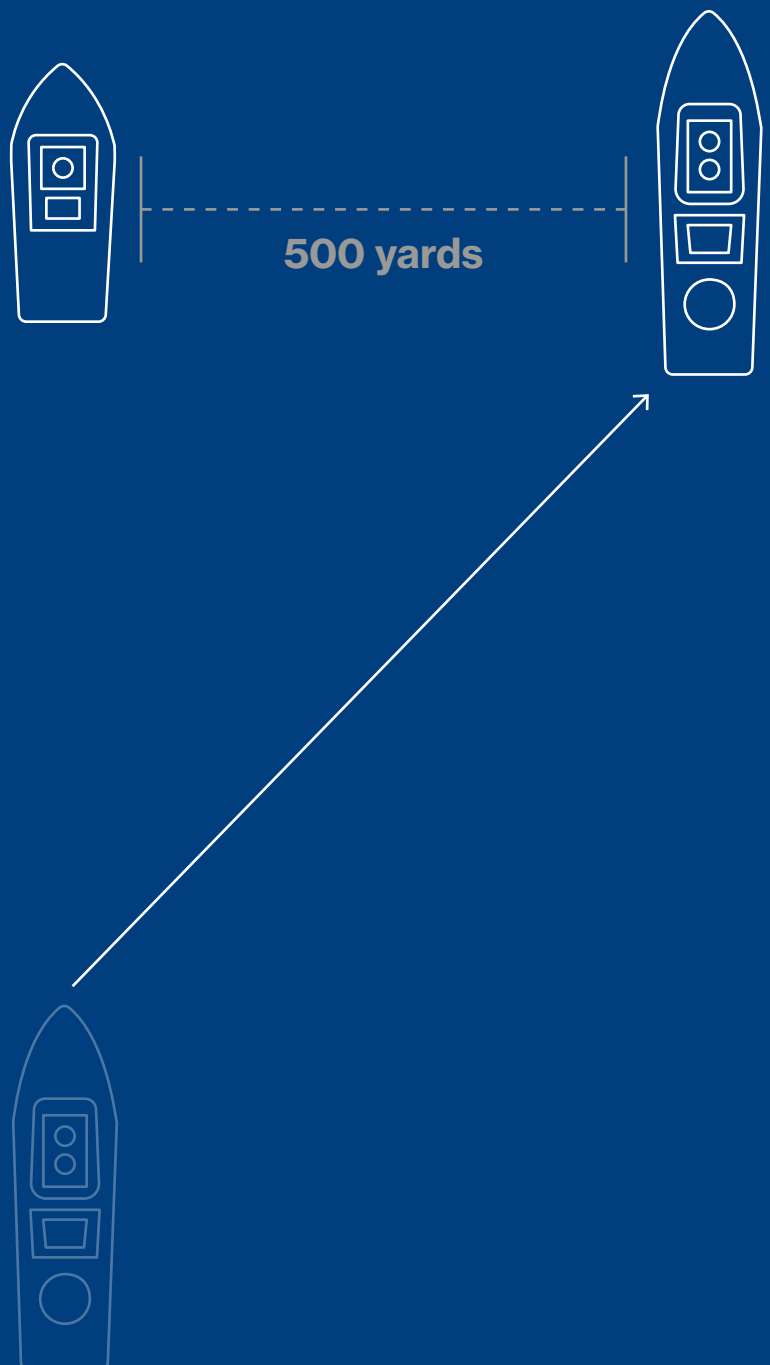


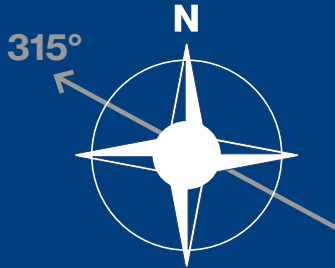
500 yards



Outlying Ship

2. The guide ship raises flag Golf, indicating they are the guide ship, and sends a signal to the outlying ship to proceed to the guide ship's starboard beam, 500 yards. The outlying ship can proceed at 18 knots to achieve it.





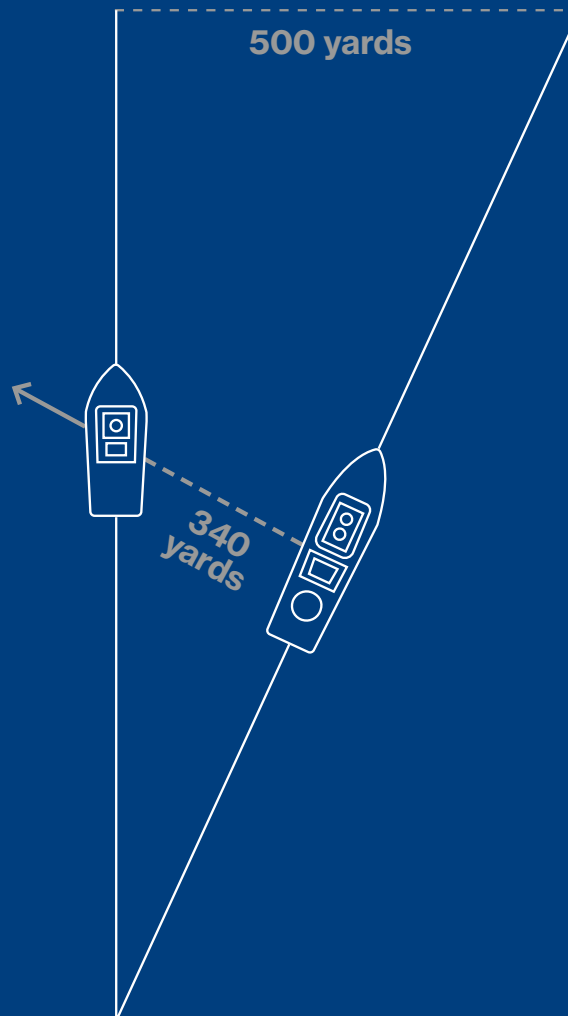
3. The Officer of the Watch on the outlying ship has to come up with a solution and report that solution to the Commanding Officer. The manoeuvre is expected to take about six minutes.
4. Both ships are moving, which means the OOW has to work out a course to steer that takes into account the speed of the guide ship (12 knots) and the OOW ship's faster speed (18 knots).
5. A useful formula to calculate the bearing for this particular triangle is 2.5 times the Speed Advantage (18-12=6 knots of speed advantage).

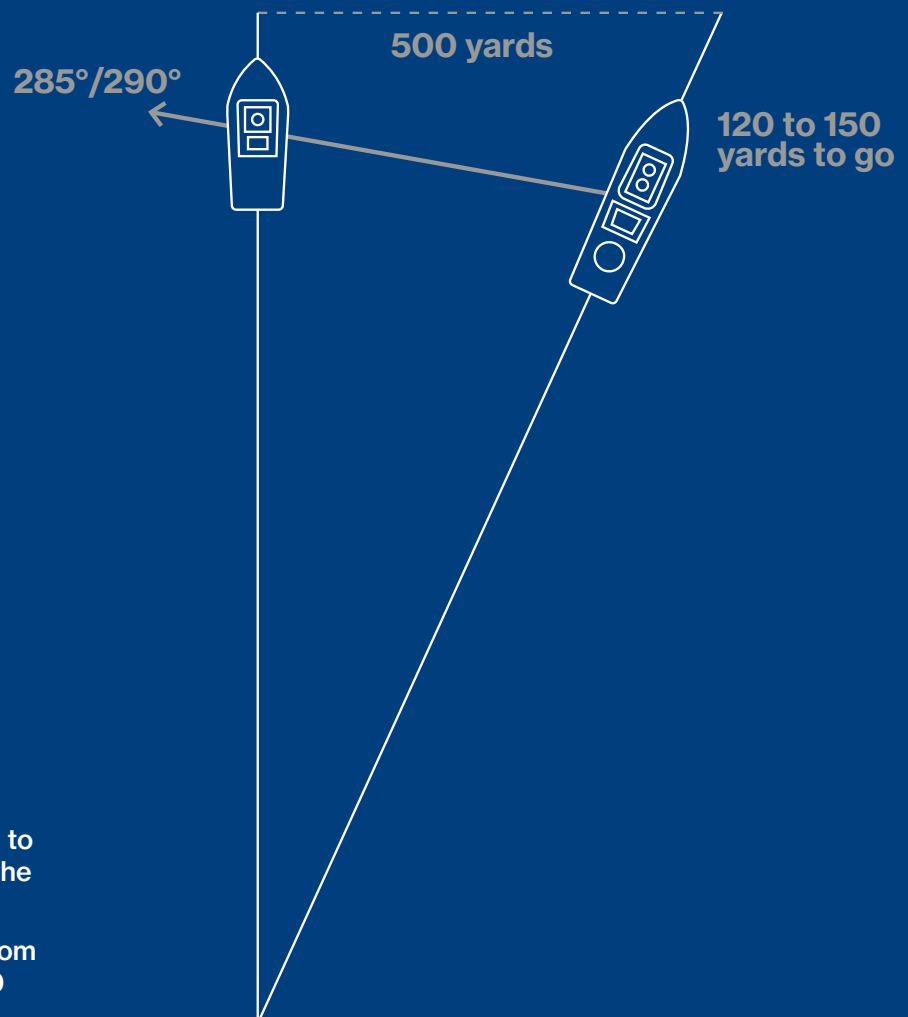
$$2.5 \times 6 = 15.$$

The Officer of the Watch will instruct the helm to steer 15 degrees to the right and increase speed to 18 knots.

“Starboard 20 altering 015, set both levers ahead 72.” (Use 20 degrees of rudder to alter course to 015, set speed to engine/shaft 72 revolutions)

“20 of Starboard wheel on, both levers ahead 72 set, Sir/Ma’am.” Trigonometry shows both ships will cover roughly one nautical mile before the outlying ship is on station, in (hopefully) the correct position.





6. Midway through the manoeuvre, the bridge watchkeeper will perform a mid-point check by taking a bearing and range on the guide ship. At this point the guide ship should be sitting at 315 degrees, range 340 yards (determined by rangefinder binoculars).
7. The final manoeuvre is to deaccelerate the ship down to 12 knots in time to achieve the correct position.

A frigate, deaccelerating from 18 to 12 knots, will cover 20 to 25 yards for every knot. That means the ship will cover 120 to 150 yards in the time it slows to 12 knots. So the Officer of the Watch needs to know – at what point is my ship 120 to 150 yards short?

To help with the 'moment', bridge watchkeepers use basic math. A degree over one mile (2025 yards) subtends 30 yards. But at 500 yards, 1 degree only subtends 8 yards.

120 to 150 yards divided by 8 give us 15 to 20 degrees. The desired line of sight on the guide ship, at completion, is 270 degrees. That means when the Officer of that Watch sights a bearing of around 285 to 290 degrees on the guide ship, they know they have about 120 to 150 yards to go. When that happens, they call for the ship to slow down to 12 knots.

If all has gone well, the rangefinder will confirm the ships are 500 yards apart, with the outlying ship back on course, directly east of the guide ship.

THE REINVIGORATION OF THE RNZN BOARDING CAPABILITY

Bespoke, short-notice Deployable Boarding Teams (DBT) are being developed as a specialist capability out of HMNZS MATATAUA.

Last month Lieutenant Jack Walters (MATATAUA Boarding Officer) and a team of 11 MATATAUA personnel demonstrated their skillset while travelling from Auckland to Wellington aboard Royal Navy patrol vessel HMS SPEY.

Personnel across the Royal New Zealand Navy can undertake a five-week boarding team course, learning critical incident management, tactical communications, firearm training, advanced first aid, room clearing, search techniques and ladder skills.

Typically these persons arrive from different ships and units and disperse back to them, which means that RNZN boarding parties become platform-centric, associated with a particular ship for a particular period.

In order to prepare that ship for patrols that involve boarding other vessels, the entire ship has to be 'worked-up' for an operation – a costly endeavour in personnel, training and overheads.

Under this new concept, MATATAUA will provide a scalable, fully-equipped and qualified boarding capability, available at short notice for "fly-in, fly out" deployments to support a RNZN ship on operation, or the vessels of partner nations.

LT Walters says from a cost perspective, why not simply send in a well-trained and ready team that can transition into a ship, or even operate from a coast with small boats?

"Between different ships' boarding teams there were often different standards of execution meaning there wasn't a centre of excellence for best practice. You'd do it, and then you'd post off the ship.

"But having this sustainable unit at MATATAUA means we can record lessons learned as we continue to develop the capability. With this, we have already had quick success with upgrading our kit and it means we can provide a world-class boarding operations, ready to move at a moment's notice."

The time in SPEY demonstrated the idea of deploying with a partner nation that didn't have full boarding capability. The DBT conducted different phases of the boarding from kitting up and receiving the brief all the way to launching in SPEY's RHIB, which returned to conduct a 'self-boarding'.

"We were able to practise integrating with the ship's command team, holding boarding briefs on the bridge and incorporating SPEY's Command and Control, this flowed nicely into our team's execution and good lessons learned were made by both the RN crew and DBT."

Currently MATATAUA is able to deploy two teams, with plans to continue to grow it to three teams.

LT Walters says the result would be a significant enhancement of the Navy's ability to deliver maritime security and the enhancement of interoperability and relationships with other navies and agencies in the Pacific.

Team member Leading Marine Technician (Propulsion) JJ McInnes says it's a great idea to have a team that can jump in to support an operation or another nation's ship, rather than standing up an entire ship "In SPEY, some had done it but they didn't have a full-on boarding team. It was a great way to demonstrate what we could offer."

Ordinary Hydrographic Systems Operator Stevie Morrison says the time in SPEY was a "wicked" opportunity for the team. "I'm the newest member and it is definitely outside my normal role," she says. "It was great working with all kinds of new people. That was the first time I had boarded a ship while underway – lots of fun and a great experience."







From left, Maritime Training Group personnel CPOSCS Taff Morris (MTC COORD); CDR Phil Rowe (FSXO) and CPOCWS Charlie Gallagher (FSC) show their colours in support of Pink Shirt Day.



LTCDR Darryl Begg and CDR Kelly Begg set up a selfie after CDR Begg receives her 1st clasp to her New Zealand Armed Forces Award.



CDR Mike Proudman RN, CO of HMS SPEY (background) with Chief of Navy RADM David Proctor.

OUR P



MID Lewis Pangalila is presented with the Ledson Cup as the Dux of 'Bravos', the six-month Officer of the Watch Course (Basic) course 22/02, from CDR Phillip Eagle.



Father and son WOMT(P) Peter Collett and CPOWT Ross Collett.



The saluting gun crew pose for a group photo following their 21 gun salute for the coronation of King Charles III.



CDRE Andrew Brown, Deputy Chief of Navy, congratulates LT Nikita Leeks on receiving the General Service Medal 2002 Greater Middle East.



WOCH Wayne Mitchell receives his 1st clasp to his RNZN Long Service and Good Conduct Medal from CDRE Andrew Brown.



OSCS Michael Akuhata-Rauna, HMNZS TAUPO, is promoted to ASCS

PEOPLE



LWTR Hikurangi Lee calls a contingent of personnel from HMS SPEY onto Te Moana Marae.



POSCS Johnny Winter talks about the features of the Wetside Trainer to enlisted overseas personnel during the WPNS Emerging Leaders Interaction Programme 2023.



OSCS Jodie Luck, HMNZS TAUPO, is promoted to ASCS.

ROYAL NAVY VISITS NEW ZEALAND

HMS SPEY, a Royal Navy Batch 2 River-class offshore patrol vessel, made its first-ever visit to Aotearoa New Zealand last month.

The ship received a rousing haka from sailors at Devonport Naval Base as the ship berthed alongside the training jetty on 10 May. Commander Mike Proudman, Commanding Officer of SPEY, was later welcomed with his crew onto Te Taua Moana marae.

SPEY, alongside sister ship HMS TAMAR, is conducting a five-year deployment to the Indo-Pacific, working with friends and partners as part of the UK and Royal Navy's commitment to the region. The ship also visited Wellington before returning to the Pacific.

Rear Admiral David Proctor, Chief of Navy, was delighted to welcome HMS SPEY to New Zealand, meeting with CDR Proudman at Devonport.

"The Royal Navy's permanent deployment of patrol vessels to the Indo-Pacific region is testament to the United Kingdom's support of trade, maritime security, and shared values in this part of the world," he said.

In a meeting with the Royal Navy's Second Sea Lord, Vice Admiral Martin Connell, at IMDEX Asia in Singapore, RADM Proctor noted that a permanent presence by the Royal Navy in the Pacific sends a very clear signal that a rules-based international order was important to defend.

"We look forward to the opportunity of working with the Royal Navy on a broad range of exercises – just as we currently do with our other partner navies in the region."





EXCHANGE POSTING ACROSS THE WORLD

Interview: Sub Lieutenant Emily Seini Jamie Aull

Role: Assistant Marine Engineer Officer HMS SPEY

Age: 25

Hometown: Palmerston North



Before you started your exchange with the Royal Navy, what were you up to?

Prior to exchange, I was the finance officer for the COVID-19 Op Protect Task Group, fresh out of training. I was in JOCT 21/1, but started with the RNZN in the 2018-1 Chatham Scheme studying Mechatronics Engineering at Massey University.

When did you start your exchange?

I left New Zealand on 27 December 2021 to start my course at HMS SULTAN on 5 January 2022.

When did you arrive on HMS SPEY?

8 November 2022 in Japan.

Why did you want to do the exchange?

It's rare to have an exchange so early on in your career, particularly one that takes you to the other side of world and one which includes time at sea with the Royal Navy.

What were your other options?

I'd have headed to Australia to conduct my training shore side before returning to New Zealand to head to sea or, if you're lucky, get an exchange with the Royal Australian Navy.

What have the highlights been for you?

Royal Navy ships have WiFi! Jokes aside, with the time differences between where we've been and home, being able to speak to home as often as I have done has been really great – from a welfare point of view, it's definitely been a highlight for me.

I've seen the other side of the world, travelled across the UK and Europe, and spent Anzac Day 2022 in Jersey. I've trained in the mountains in Wales which reminded me of home.

I've played football in every country we've been to, from Japan to Vanuatu – Brits love football! Biggest highlight is sailing into my homeport on a Royal Navy ship after 18 months away. Not many people get to do so – it was really special.

What has challenged you the most?

The language barrier – Royal Navy guys don't know what jandals are. Mind-blowing! The biggest challenge has been being away from home for 18 months and not being able to see friends and family. The time difference with the UK is 10 or 11 hours too which makes it harder, but since joining HMS SPEY that's gotten gradually less and less.

What have you gained from it?

I've made friends all over the world. I've experienced so many new and different cultures and ways of life. Being able to integrate with another Navy has allowed me to learn how others work outside of the RNZN.

Do you have any advice for RNZN colleagues who may be considering the Royal Navy exchange option?

It's a once in a career opportunity – very few people get to do this so early, if at all. I'd do it again in a heartbeat. One thing I'd definitely do is make more effort to travel.

What's next for you and what are you most looking forward to?

No longer being a trainee. I'll be qualified and able to contribute to the RNZN. And I'm really looking forward to being back at home and seeing my family.

Would you do it again? Would you like to work with the Royal Navy again?

Yes and yes! I've actually spent more time in the RN than the RNZN!

From Commanding Officer HMS SPEY, Commander Mike Proudman

"SLt Aull has been a very welcome addition to HMS SPEY Ship's Company and she can be justifiably proud of all she has achieved as our Assistant Marine Engineering Officer. As members of the Commonwealth, our nations share a very special bond – SLt Aull's time with us is living proof of that. Just this weekend, we watched the Coronation of Their Majesties The King and The Queen, and she proudly represented her country and the RNZN alongside her Royal Navy colleagues, and those from other Commonwealth Nations. It has been our privilege to have her serve on board HMS SPEY for this latest phase of our mission. Fair winds and following seas!"

Interview by LT Craig Purvis, Royal Navy



CROSS-CULTURE CONNECTIONS

It's handy making friends and connections during a Navy career, especially if those connections cross international borders.

That was one of the goals for the inaugural Western Pacific Naval Symposium Emerging Leaders Interaction Programme 2023 (WPNS-ELIP 23) with participants from 17 countries, hosted by the Royal New Zealand Navy at Devonport Naval Base last month.

The programme sponsored by the Western Pacific Naval Symposium, an international forum of 28 nations that meet up regularly to discuss maritime issues, both global and regional.

ELIP 23 featured 35 senior enlisted personnel from Australia, Cambodia, Canada, Chile, France, Fiji, Indonesia, India, Japan, Malaysia, Philippines, South Korea, Singapore, Sri Lanka, Tonga, USA and UK.

Over the course of a week at Devonport the senior non-commissioned officers conducted a variety of cultural, educational and networking activities alongside Royal New Zealand Navy personnel.

Chief Petty Officer Marine Technician (Electrician) Richard Boyd says the empowerment of ratings can vary between countries. "Programmes like this allow countries to share their culture and their navy with other participants. So while we had a tight schedule, we managed to keep things pretty loose as well. We wanted people to talk to each other, bond and share experiences. The idea behind this interaction is that as these people go back to their countries and get promoted, they've got relationships and networks in place.

All going well they will all move up together and maintain these friendships over the remainder of their careers."

He says a great example of this interaction was a RNZN sailor who, after attending the ELIP 23, met up 10 days later with some of the Japanese participants at a US Navy event in Japan.

"Over a busy week, borders and barriers started to break down. It was heart-warming to see such a diverse group of people and cultures talking, laughing and sharing experiences together. For me, the benefit was in those 'coffee table' chats, where people asked how you did things in their country. Having sailors from Sri Lanka was fantastic – it's not normally a country we associate with."



He says there are strong similarities between navies, and there were equally strong differences. “On Friday, we introduced a Women’s forum made up of a variety of female RNZN leaders. It was here you realise that not every Navy has had same journey as us. That is not to say they are not wanting to change, they are just at a different stage. We’re not here to push our culture and say you’re doing it wrong. Everyone came to this as equals, everyone came with an open mind, were willing to engage, and we all left the wiser.”



It was encouraging to see that over the week positive feedback was filtered all the way back to the Chief of Navy and the Warrant Officer of the Navy while they were at the International Maritime Security Conference in Singapore.

“It must be acknowledged that the help and assistance from a variety of people and trades made this event the success it was. A big thank you goes out to all that helped.”

“I think, as a Navy, we nailed it well and truly. I know, the other countries are thinking: what can we do to top this?”



THE LIFE CHANGING CALL

■ By Charlene Williamson



It was a phone call from David Sanderson's Dad that ultimately saved his life and has changed the course of his life forever.

A retired Royal New Zealand Navy logistics supply specialist, he will compete at the 2023 Invictus Games in Düsseldorf, Germany in September.

Mental health affects one in five New Zealanders over the age of 15 and most people will know someone who has been affected by it.

It was a deployment on HMNZS TE MANA conducting counter piracy operations off the Coast of Somalia in 2013 that broke Mr Sanderson's mental health.

"Things took a turn for the worse after I returned home from deployment. I was isolating myself from friends and family the days following my return home. I had been home for around a week, and my father contacted me worried I hadn't reached out for a catch up.

"The amazing thing was, when he called I was standing in the kitchen with a pen and paper, and with a knife to one side. I was standing there wondering what I was going to say and to try and explain why I was going to do what I was thinking.

"When I answered his call I broke down and cried. He rushed around to look after me, and that began the long road to try to fix my mental health state," he said.

Mr Sanderson said this was no small task because as he dug deeper into why he was thinking the way he was, it began to unravel years of mental health neglect, alcohol abuse, and not being true to himself.

"To this day I still struggle to stay grounded, but compared to how I was, I am much more level," he said.

Opening up to speak about mental health is important for Mr Sanderson and he hopes that it will help others in the service.

"If you want to change the world in some small way, even if it is to save one life it is important that people share their experiences. A little bit of courage can change someone's entire life in a short period of time, and why wouldn't that be worth it," he said.

He said for those who also suffer from mental health challenges that it is important to share, and be willing to get better.

"If you're not invested in trying to heal yourself, then you'll be doomed to fail. I have been asked to assist others in Navy with their mental health, and a lot of people won't change the way they are living their lives because perceived pressure from others.

"Meet challenges head on, dedicate your life to being as healthy as you can physically, mentally, and just do what you want to do. Don't do things because you think there's an expectation to do it.

"For years I was doing things because I was trying to fit in, and I wasn't happy in the slightest. Young men will have a tendency to act very differently when they are around one another. They do things, and act a certain way because they need to look tough, cool and masculine.

"I believe that is being scared of showing who you really are. Be true to yourself in every sense and surround yourself with people that you enjoy being around."

Mr Sanderson is grateful for the support from his family and says that they have learnt how he reacts emotionally, and will push him to share about what is going on until he opens up.

"My wife will push me to either get into the outdoors, or go to my man cave and build Lego or play video games to help me get through the feelings. My family has shown me nothing but support and will go out of their way to help me if I need it."

He was encouraged to apply for the Games back in 2019 by the Warrant Officer of the Navy, and was selected for the 2020 team to compete at The Hague, which didn't compete due to the Covid-19 pandemic.

"I was asked if I had thought about applying for the Games, but I had never heard about it. After a short conversation with him I applied, and the rest is history.

"Being a part of the team for the last three years has given me a huge sense of belonging. I have made some lifelong friends and I count myself extremely lucky to be able to be take part in something so special."

He said that being part of a community of people where there is no judgement feels great.

"We are all there for a purpose which is more than winning medals or going on a trip. We can truly be ourselves around one another and support each other when things aren't going well."

Mr Sanderson will compete in athletics, indoor rowing, and he is also hoping to do powerlifting.

"My goals for the games is to finally experience what I have been working towards for the last three years, and to share the experience with my teammates. I want to give every event I am competing in everything so that I come away satisfied having given my all."

The NZDF is proud to represent New Zealand at the Invictus Games Düsseldorf 2023, and will send a contingent of 22 to compete against more than 500 competitors from 20 countries.

WAVES, WEATHER AND WANDERING SHIPS TO BE CAPTURED

The Defence Technology Agency (DTA) achieved most of its three of its goals during a truncated Operation Endurance with HMNZS CANTERBURY in February.

■ By Dave Williams, Defence Public Affairs

The team successfully deployed a wave buoy, established experimental weather stations at the highest point on Campbell Island (page 28) and measured the underwater acoustic environment of Perseverance Harbour.

A reasonably satisfied Peter McComb, DTA Trials Leader, said the shortened programme meant they could only get 24 hours' worth of hydro-acoustic data from three sensors in the harbour, but it still gave them something to work with.

The sensors will hopefully provide insight on methods for marine traffic around the island.

"Perseverance Harbour is typically very quiet in terms of underwater anthropogenic noise. The question is how far away can we detect ship noise and where is a good place to measure it, plus what is the natural acoustic profile of the harbour," Dr McComb said.

DTA also successfully deployed another wave buoy from HMNZS CANTERBURY prior to its return to New Zealand. This was part of an ongoing Southern Ocean wave observation programme, supported by RNZN since 2016. The buoy was moored 20 nm south of the island in 150m depth – which is a more cost-effective solution than deep water options but still provides high-quality results.

The programme is best known for measuring the largest known wave in the Southern Hemisphere, a 23.8-metre "beastie" which developed during a storm in May 2018.

"We are still analysing that event. One of the characteristics that made that storm interesting was that it slowed down and allowed the wave energy to accumulate at this location."

The information from the wave buoy programme has been crucial in the future design of ships designed for the Southern Ocean – where HMNZS OTAGO got hammered in 2016.

Previously, our ships have been designed to criteria dictated by Northern Hemisphere sea states.

"The Southern Ocean is characteristically different. There are no land masses in the way and there's a huge westerly wind belt with rapidly moving low pressure systems embedded within it".

DTA believes that to design a ship specifically for the Southern Ocean it needs to be fit for purpose with the wave climate, but they need to start measuring Southern Hemisphere sea states, notes DTA Programme Leader Sally Garrett.

"Because we now have actual data we can accurately define how the wave conditions the ship will likely experience in the Southern Ocean are different to the Northern Hemisphere high latitudes.

"Campbell Island is unique in that it provides some real estate that is very close to the energetic heart of the Southern Ocean. It's right in that windbelt.

"What we are trying to do is give the naval architects real wave energy spectra that ships will encounter."

The buoy data is also used widely by the international science community for a wide range of studies, including an extensive project that looks at how swells propagate across the entire Pacific Ocean, from the deep Southern Ocean all the way through to Hawaii. The Campbell Island buoy is the 'ground zero' location for that experiment.

The latest buoy is also the first to be able to measure the current in the top 30m of water, which it does in 2m increments by an acoustic technique.

Photos: PO Chris Weissenborn



LINE OF SIGHT VERSUS SATELLITE

A navy officer and engineering undergraduate joined forces with the Defence Technology Agency (DTA) to trial an innovative means to provide the Defence Force with reliable, localised and timely weather information.

Ensign Oscar Brady joined the Navy in 2021 under the Navy's Tangaroa Scheme, meaning he completed his officer training and continued with full-time sponsored engineering study at Auckland University.

During HMNZS CANTERBURY's Operation Endurance mission at Campbell Island, DTA and ENS Brady established two Automatic Weather Stations near the island's highest peak, Mt Honey. What they wanted to test were the pros and cons of two different means of transmitting meteorological data to the ship.

"The system would be used in a remote location such as Campbell Island with little or no infrastructure around," says ENS Brady. "And ultimately a Humanitarian Aid and Disaster Relief (HADR) environment where existing infrastructure would be damaged. We're looking at something that can be taken off a ship, set up, and start providing real-time weather awareness. The asset has to be relied on to work in situations where existing systems would fail."

The RNZN purchased a commercial portable weather station, which was used for the Campbell Island test. But the concern was it relied on satellites to transmit meteorological data. "The data has to go all the way to New Zealand and back before being received by the ship. Satellite communication may not always be reliable during remote operations or HADR."

He worked with DTA to propose a weather station that could send information via an Automatic

Information System (AIS) dedicated, line-of-sight VHF signal rather than via satellite. This would provide the reliability needed for such a purpose.

AIS is installed on virtually all vessels of a particular size to provide real-time awareness of ships' position, course and speed, as well as identification. It is effectively an electronic marine radio between ships, shore, and satellite. Ships can view a display of marine traffic in a given area, and other ships can see them. Even the public can view AIS-generated maps of marine traffic using phone apps.

ENS Brady and DTA had to go through many 'hoops' just to power it on. "AIS seems unusual when a buoy-transceiver is inland and randomly popping up in new locations." The system had to be acknowledged by Maritime New Zealand and declared as a new AIS category of Mobile Aid to Navigation (MAtON).

With CANTERBURY positioned in line-of-sight in Perseverance Harbour, 'NZDF METOC 1' provided wind speed and direction, temperature, dew point, humidity and pressure direct from Mt Honey to the ship's own AIS. This could be compared to the effectiveness of signals from the commercial station. As it turned out, the AIS system did prove its reliability when communication issues of the satellite-dependent device were exposed.

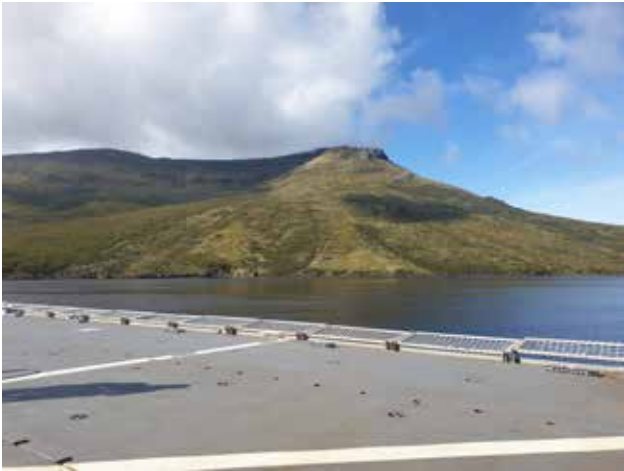
The Endurance mission was reduced to two days due to Cyclone Gabrielle, so DTA and ENS Brady had a challenge on their hands alongside the competing interagency

demands. But they had support with CANTERBURY's Commanding Officer Commander Bronwyn Heslop, a qualified Meteorological/Oceanographic (METOC) officer.

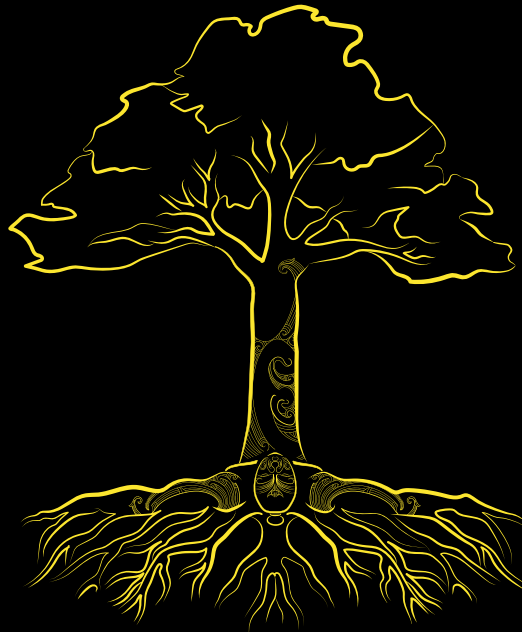
The embarked flight crew were also integral to the success of the testing, and their feedback was generously given, as a key stakeholder for using the weather data.

"It was a short trial, but thanks to a lot of support and luck, the systems were exposed to events that highlighted their advantages and weak points. Cyclone Gabrielle may have cut the trip short but it provided unique circumstances that showed the value of AIS as a direct means of broadcast, and great weather-testing conditions."





GROWING INSPIRING LEADERS



Explore the
Leadership Toolkit under
Training & Education
on the NZDF ILP

NZDF's internationally recognised Leadership Framework

Recently Chief of Defence Force, Kevin Short announced the launch of our refreshed NZDF Leadership Framework.

He said, "Good leadership is vital to the NZDF. It has an impact on morale, behaviour and the NZDF's ability to deliver successful outcomes.

Our internationally recognised framework supports leader development and can help all our people grow to be inspiring leaders."

What is our refreshed Leadership Framework?

Our NZDF Leadership Framework provides an overarching guide on how to lead effectively.

Wing Commander Delwyn Neill from the Institute for Leader Development team says, "Whether you're military or civilian, at the start of your leadership journey or you're some way through - the Leadership Framework can help you grow your leadership skills - it's there for all of us."

The Framework draws on a combination of accepted leadership theories, and research of our own people about what good leadership looks like. It provides practical advice through a series of guides for all levels of leadership across the Defence Force.

What's changed?

- Leadership development has been made easier to access, with simple tools added to help leaders develop themselves and other leaders.
- A newly designed intranet section holds the NZDF Leadership Toolkit. Everything you need is in the Toolkit. It provides leaders with a one-stop-shop for practical advice, useful resources and leadership course information.
- The Totara tree has been adopted as the tohu or symbol of the framework, reflecting the unique nature of the NZDF and our bicultural heritage as a nation and Defence Force. Supported by bicultural themes, key elements of the Framework are represented in different parts of the tree.

- The Essential Tasks and Behaviour Statements have been simplified to make them easier to understand and apply.
- There are short videos - to build your awareness of the Framework and aid your leadership development.

If you are already moving through the Leadership Framework, you don't need to repeat any levels; core parts of the Framework like the Key Elements and many of the Essential Tasks have not changed.

How to access the refreshed Framework

You'll find the refreshed Framework, additional resources and leadership course information in the **NZDF Leadership Toolkit** under **Training and Education** on the top menu of the **NZDF ILP**.

NZDF Leadership Framework - helping you grow to be the leader you need to be.

NAVY AND NORTH SHORE CEMENT RUGBY RELATIONSHIP

Royal New Zealand Navy rugby and the North Shore Rugby Club have joined forces in a formal relationship, ensuring Navy rugby players have a home in the North Harbour Rugby Union competition.

Both Navy Rugby and the club have rich sporting heritages in their own right, but in present times the Navy has found it increasingly difficult to field a team to play in the North Harbour Rugby Union competition.

This has meant that Navy Rugby players have had to find other clubs to play for.

Recently representatives from both Navy Rugby and the North Shore Rugby Club agreed to enter into a formal relationship to harness their collective strengths, whereby Navy players can play their rugby at North Shore and have access to competitive rugby, quality coaching and identified pathways to promotion. For North Shore, this relationship means they will continue to benefit from an influx of committed and dedicated rugby players from the Navy Base.

This contemporary approach is providing current, and future, Navy players (men and women) with exposure to higher quality rugby on a weekly basis. This will ultimately make Navy rugby stronger as shown by last month's results where the Navy men's team defeated Air Force and Army to win the Inter-Services competition.

Photos: Deputy Chief of Navy, Commodore Andrew Brown and North Shore Rugby President, Sir Wayne Shelford, at the Vauxhall (Devonport) Domain for the North Shore versus Helensville fixture.

Following North Shore's 78-3 win over Helensville, CDRE Brown poses with Navy rugby players in their North Shore kit. From left, ALSS Kaleb Harema, LDR Trent Luka and AMT(L) Tristen Read.



HISTORY: SNAPSHOT

28 JUNE 1973

HMNZS OTAGO SAILS TO PROTEST FRENCH NUCLEAR TESTS

This month marks the 50th anniversary of New Zealand's protests against nuclear testing in the Pacific.

Following the Second World War, the Pacific was a regular atmospheric testing ground for the nuclear programmes of United States, Britain and France. In 1963, The US, UK and Soviet Union were signatories to a partial test ban treaty which sought to bring to a halt atmospheric testing – but allowed for underground testing. France refused to sign the treaty.

By 1966, France had begun atmospheric nuclear testing in French Polynesia. Mururoa Atoll had become the main location for these tests and there was increasing concern being expressed by Pacific Island nations.

During the 1972 New Zealand election campaign, the Labour Party headed by Norman Kirk had indicated their intention to send a frigate, with a cabinet minister aboard, to Mururoa to further the protest if they won the election. On 25 November, Kirk led Labour to victory with a majority of 23 seats.

Almost immediately, Royal New Zealand Navy staff began working on an operational plan for two frigates to be tasked to Mururoa. While a RNZN-led mission, the Royal Australian Navy lent the tanker HMAS SUPPLY to provide refuelling services and the Royal New Zealand Air Force and Royal Australian Air Force airlifted supplies to Rarotonga for ship replenishment.

On 28 June 1973, HMNZS OTAGO with 242 crew and the Hon. Fraser Colman, Minister of Immigration and Mines, made the 4,700 kilometre sail from the Devonport Naval Base to Mururoa to protest the next series of tests scheduled for July.



Throughout the tasking, the French Navy's Lockheed Neptune maritime patrol aircraft flew various patterns fully testing OTAGO's radar, electronic warfare and IFF passive and active capabilities. On 21 July, a nuclear device was detonated at just over 1,000 feet. HMNZS CANTERBURY rendezvoused with OTAGO the following day and witnessed another detonation on 28 July.

The pressure brought about by the New Zealand Government protest, and mounting worldwide criticism, caused France to abandon atmospheric testing in 1974 and move to underground testing.

A further 149 underground nuclear tests were to be conducted at Mururoa Atoll by France until their last one in January 1996.

The Mururoa Nuclear Veterans Group, who are campaigning for recognition for a legacy of health issues among former OTAGO and CANTERBURY personnel, are holding their AGM and reunion at Devonport Naval Base on 7–9 July. For more information see www.mururoaveterans73.nz.

Photos: HMNZS OTAGO sails past HMNZS CANTERBURY after handing over mission responsibility.

CROSSED THE BAR – LIEUTENANT COMMANDER (RTD) LEIGH GEORGE ‘BILL’ MORLEY



**23 December 1943 –
2 June 2023**

It is with deep regret that we note the passing of LTCDR (rtd) Bill Morley MBE BEM.

LTCDR Morley had a distinguished 40-year career in the Navy, which included early promotion to Warrant Officer Gunnery Instructor and commissioning from the ranks after 23 years as a rating.

LTCDR Morley joined the Royal New Zealand Navy as a Seaman Boy in January 1960, going on to serve in frigates HMNZS OTAGO, HMNZS PUKAKI, HMNZS WAIKATO (South East Asia operations) and HMNZS CANTERBURY (East Timor Service), as well as destroyer HMNZS ROYALIST during the Indonesian Confrontation.

In March 1970 on board WAIKATO in heavy seas, Forecastle Petty Officer Morley and two others were swept overboard by a huge wave. Shipwright Chief Petty Officer David Lindsay died from his injuries, while Morley and forecastle officer Lieutenant Commander John Maire, with no life jackets, clung to a life ring. After two hours the pair were collected by the ship's helicopter, as the ship struggled to approach safely because it was too rough. As the stronger, fitter swimmer, Morley pushed the officer into the winch first and followed in the second winch lift. Morley's efforts are considered an exemplar of courage, commitment and comradeship.

He was awarded the British Empire Medal in 1971 and was made a Member of the Order of the British Empire in 1981 for services to the NZDF.

He discharged from the Navy in 1987, joining the reserves and working in local government in the Bay of Plenty as a Civil Defence and Emergency Planning Manager, while also the Honorary Naval Officer in Tauranga.

LTCDR Morley rejoined as a regular in March 1996. His appointment as Naval Public Relations Officer was timed with a Naval information strategy driven by Rear Admiral Jack Welch to improve internal communication and Navy public relations. LTCDR Morley and RNZN Corporate Relations Manager Jo Bunce produced the first edition of monthly publication *Navy Today* in June 1996. He discharged from the Navy in 2001.

During his service LTCDR Morley represented the New Zealand Defence Force in cricket, rugby and sailing.

The Bill Morley Seamanship Training Aid facility at Devonport Naval Base is named in honour of his legacy and achievement. He and RADM Jack Steer officially opened the facility on 9 March 2015.

PROMOTIONS:

Congratulations on your promotion
(16 March to 10 May)

LET JIMMY FLORENCE
LMT(L) ROBBIE JACKSON
LT ROSIE HEBDEN
CDR JAN KINGHAM
ASCS COREY DAVIES
ASCS HANNAH CRYER
AWT ALESHA MARTIN
LMT(L) SAM AGGERHOLM-
MCLENNAN

LMT(L) HENRY ALGAR
LT MICHAEL NUTTALL
SLT CAITLIN KING
AWT J-D FORD
LMT(L) MICHAEL O'CONNELL
LCH MONIQUE MANUEL
POCSS HEAMASI LEAMEIVAKA
AET KAYLA ANSLEY

LCH ISSY BRUCE
AMT(L) DANA COSTELLO
AWTR GRACE WINTER
AWT WAYDE JANSE VAN
VUUREN
A/LTCDR CHRIS MCKEICH
LCSS NGA SEYMOUR
SLT SANG HYUK SHIN

NZDF SUMMER INTERNSHIPS 2023/24

Are you a serving Reservist about to complete your university studies or are you preparing for a break between semesters?

Do you want to learn more about what the New Zealand Defence Force (NZDF) does in your area of study?

The NZDF Summer Reserve Force Internship Scheme (RIS) will provide selected NZDF Reservists with an internship at a NZDF base across New Zealand. Interns will be placed where their individual skills can best be used while the intern will be exposed to opportunities to further a military or civilian career with the NZDF.

At the end of the placement, applicants will receive a final report/reference from their Sponsor Branch. The report is detailed and covers Position Title, Position Description, Experience Gained, Task/Projects completed, Skills Acquired, Strengths Displayed and a general comment from the supervisor.

Eligibility Criteria

10 internships are available to current tertiary students who:

- a. Are junior rank or junior officer Reservists from either the Navy, Army or Air Force,
- b. Have completed more than two year's undergraduate studies or are undertaking post graduate studies,
- c. Are available between 20 November 2023 to 23 February 2024 (individual start and finish dates are able to be negotiated to suit academic commitments), and,
- d. Are not in paid full time civilian employment.

Remuneration

Interns will be paid in accordance with DFO 7.3.36 Reserves Full Time Duties noting:

- a. Interns are not to work in excess of five days/40 hours per week but may attend additional duty activities at Unit expense,
- b. All public holidays are unpaid as Holiday Pay is a component of Reserve daily pay,
- c. Interns are offered rations and quarters at the nearest military base to their place of employment at public expense. Packed lunches may be sourced through the mess but not subject to reimbursement if unavailable.
- d. Interns are offered a travel pass from their military accommodation to their place of work, if not located on a camp or base, and,
- e. Travel expenses to and from either university or home locations will be met by NZDF at the beginning and end of the internship.

Administration

The Reserve Force Internship Scheme is managed by Defence Reserves, Youth and Sport (DRYS), 34 Bowen Street, HQNZDF, Wellington. For all queries please email Reserves@nzdf.mil.nz.

Selection Criteria

Applicants from any academic discipline will be considered.

1. Security Clearance

Interns must have a NZDF (CV) security clearance prior to application.

2. Application Process

- a. Applications will be made available from 05 June 2023 by email request to Reserves@nzdf.mil.nz
- b. Applications are to be endorsed and sent to Reserves@nzdf.mil.nz by the applicant's Chain of Command (OC / CO). Unit Commanders can endorse applications via email or by signature on the application form.
- c. Applications are to include:
 - i. Completed application form (available by email request to Reserves@nzdf.mil.nz),
 - ii. Covering letter, outlining why you would like to work at NZDF on a Reserve Internship,
 - iii. CV - current, to include all academic, sporting and cultural achievements.
- d. Final day for applications: **21 August 2023.**

15 ROUNDS

COMMANDER PHIL ROWE



01

Job title and description:

I am the Fleet Seamanship & Executive Officer within the Maritime Training Group. The primary purpose of this position is to conduct operational readiness evaluations of RNZN and RNZNVR force elements in seamanship, executive and whole ship management. The position also provides leadership, as a Fleet HOD, for Seamanship and Executive Practitioners, and assure key stakeholders that seamanship and executive systems are executed effectively and safely.

02

Date joined RNZN:

Joined the RNZN 16 Jan 2006 but previously with the Royal Navy, joining 10 Feb 1986.

03

First ship posted to:

First RNZN ship was HMNZS RESOLUTION, and in the Royal Navy, HMS HECATE.

04

Best deployment:

Best deployment in the RN was an eight-month trip to Antarctica with British Antarctic Survey and projecting UK interests in the area. Fantastic opportunity to see an area of the world that very few people have ever visited and some of those that have are some of the greatest explorers in history. My best RNZN deployment was spending three years in Honiara, Solomon Islands supporting maritime security operations across the SW Pacific. The opportunity to learn about the culture of another country was amazing and also to understand the significance this country had during WWII.

05

Hometown:

Born and bred in Portsmouth, Hampshire. Most of my RN time down in Plymouth, Devon but now reside in Maungaturoto after emigrating 17 years ago.

06

High school

Bishop Luffa Church of England Comprehensive School.

07

Favourite book:

South by Ernest Shackleton. This book describes the second expedition to Antarctica led by Ernest, the Imperial Trans-Antarctic Expedition of 1914-1917. Probably the greatest expedition and tale of survival in modern history.

08

Favourite movie:

Quite difficult as there are so many, but *The Shawshank Redemption* is probably at the top.

09

Favourite album:

Bit of an old school listener when it comes to music but I'm a big Neil Diamond fan so Neil's 50th Anniversary Collection would be my pick.

10

Favourite song:

Has to be *Sweet Caroline*.

11

Favourite holiday destination:

Absolutely love Singapore, Dubai and closer to home, Queenstown.

12

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

Love spending time with family and walking our English springer spaniel, Daisy. When the chance arises I also like blowing bubbles under the water exploring new and old dive sites.

13

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

I am a bit of a Lego nerd. I can spend hours being creative and taking up all the room in the house. My wife, strangely, is not so keen.

14

A valuable life/Navy lesson for me is?

I am reminded of a quote from Admiral Lord Nelson who said 'I could not tread these perilous paths in safety, if I did not keep a saving sense of humour.' We, by the very nature of our work, are placed in harm's way when at sea and away from home. Whilst our training keeps us safe it is our sailors' humour that keeps us going when times are tough.

15

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

The Navy – where a day alongside is a day wasted!



TE OPE KĀTUA O AOTEAROA
DEFENCE FORCE

UNCLASSIFIED:



For more than 20 years the NZDF worked alongside partners in Afghanistan, making a significant contribution to regional security and the lives of the local people.

This year marks a decade since the withdrawal of NZ's Provincial Reconstruction Team, so we're bringing you tales of service and sacrifice from those with first-hand experience of life at the front-line.

Listen wherever you get your podcasts.



HEI MANA MŌ AOTEAROA
A FORCE FOR NEW ZEALAND