

NAVY

T O D A Y

TE KAHA ON
SEA TRIALS
MANAWANUI
IN VANUATU
MATATAUA AND
CUSTOMS SEIZE DRUGS



Contents

- 04 TE KAHA on sea trials
- 10 MANAWANUI in Vanuatu
- 13 MATATAUA and Customs seize drugs
- 14 Fishery patrols with HMNZS TAUPO
- 16 RNZN Technical Forum 2024
- 17 AOTEAROA departs for Operation Crucible
- 20 Navy graduation
- 22 Team NGAPONA in Ireland
- 24 Recognition of sea service
- 25 New ACN Reserves
- 26 Exchange to Falkland Islands
- 28 CDR Linda Bruce – Wāhine Toa lead
- 30 RNZN Mentoring programme
- 31 Coaching course
- 32 Visit to Japan
- 33 LET Ashby on jetskiing
- 34 Promotions
- 35 15 Rounds



There's so much variety in this job. I'm really into technology and I'm doing what I enjoy. You really feel like you're at the pointy end of things.

– Lieutenant Oli Cook, Assistant Weapon Engineering Officer, HMNZS TE KAHA



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Front Cover:
HMNZS TE KAHA personnel operate the ship's RHIB.

Photographer:
LAC Andy Jenkins



Yours Aye

Acting Deputy Chief of Navy



It is my honour to be writing this edition of Yours Aye.

As the Acting Deputy Chief of Navy, I am enjoying the sense of purpose that our Navy has. Everyone is focused on regenerating our maritime combat capability. It is an exciting time for us with ships deployed at sea and naval personnel deployed on missions and operations all over the world.

The NZDF and Navy Headquarters are working hard to support the improvements in conditions of service, modernize training systems, and introduce new and innovative technologies and processes across the Naval System. I am fortunate enough to be working with a team of enthusiastic officers and sailors across our Navy who are all working hard to deliver on the Minister of Defence, Chief of Defence Force and Acting Chief of Navy's priorities. All of this is navigating us towards the next waypoint in our

journey towards demonstrating combat readiness by deploying ships and personnel in 2025 to Command and lead Coalition Maritime Forces in the Middle East and to contribute to both regional and global security alongside our allies and partners.

HMNZS AOTEAROA has arrived in Hawaii for Exercise RIMPAC and is already hitting its stride by completing its first ever transfer of fuel from a commercial tanker while underway. HMNZS MANAWANUI and HMNZS MATATAUA have successfully completed their Explosive Remnants of War mission in Vanuatu, and MANAWANUI participated in the Kingdom of Tonga's Navy 50th Anniversary celebrations and naval review. It also was fantastic to see HMNZS TE KAHA visit Wellington in late June as part of her force generation cycle. HMNZS TAUPO has been hard at work around the coast of New Zealand supporting the Bridge Warfare Officer training and fitting in fishery patrols in direct support to the Ministry for Primary Industries.

I can say to you that down here in Wellington that there is a lot of political support for what the Navy and the wider NZDF is doing every day at home and abroad. We've got a clear set of priorities from the Minister, and working alongside the Maritime Component Commander our job is to make sure the Chief of Defence Force has naval forces that are ready and able to provide options to the Government when required.

You only need to read the news to see that the global security environment isn't what it used to be. The security threat to our national interests is no longer only present in far flung places; we are now feeling its presence closer to home. During my time at sea, which was a few years ago now, to demonstrate New Zealand's willingness

to play its part in maintaining the peace, we sailed far away to the Indian Ocean and Gulf of Aden. Now we are finding ourselves deploying closer to home as great power politics are starting to play out in the South West Pacific and wider Indo-Pacific. Consequently, to support our Pacific partners, we are being asked to do more to maintain security and stability in the region. As a Navy we need to make sure that we are ready and prepared to deploy where and when the government needs us to.

The state of readiness has to be balanced alongside regrowing our workforce and regenerating of our maritime combat capability. We will do this while dealing with a very real hollowness of experience across the Navy at the five to fifteen-years of service for personnel. That's quite a big chunk of our experienced sailors at every level, and I am mindful that this puts a lot of pressure and responsibility on those serving to not only 'fight the ship', but also to train our future officers and sailors. Essentially, we are growing a whole new generation of heremana to be ready to fight. Accordingly, every serial, evolution, activity or exercise that is conducted has to be deliberately planned and executed to ensure all those involved are kept safe and secure.

This growth involves the whole of the Naval System from the waterfront right through to here at Defence House. So, the Naval Staff and I are here to support the Acting Chief of Navy and to represent you all to ensure that you have the correct policies, tools and capabilities necessary, and the time and space, to let you focus on the work you need to do to be combat ready for the future missions that lie ahead.

He heramana ahau.

Captain Shane Arndell
Acting Deputy Chief of Navy

HMNZS TEKAHA

BACK IN ACTION

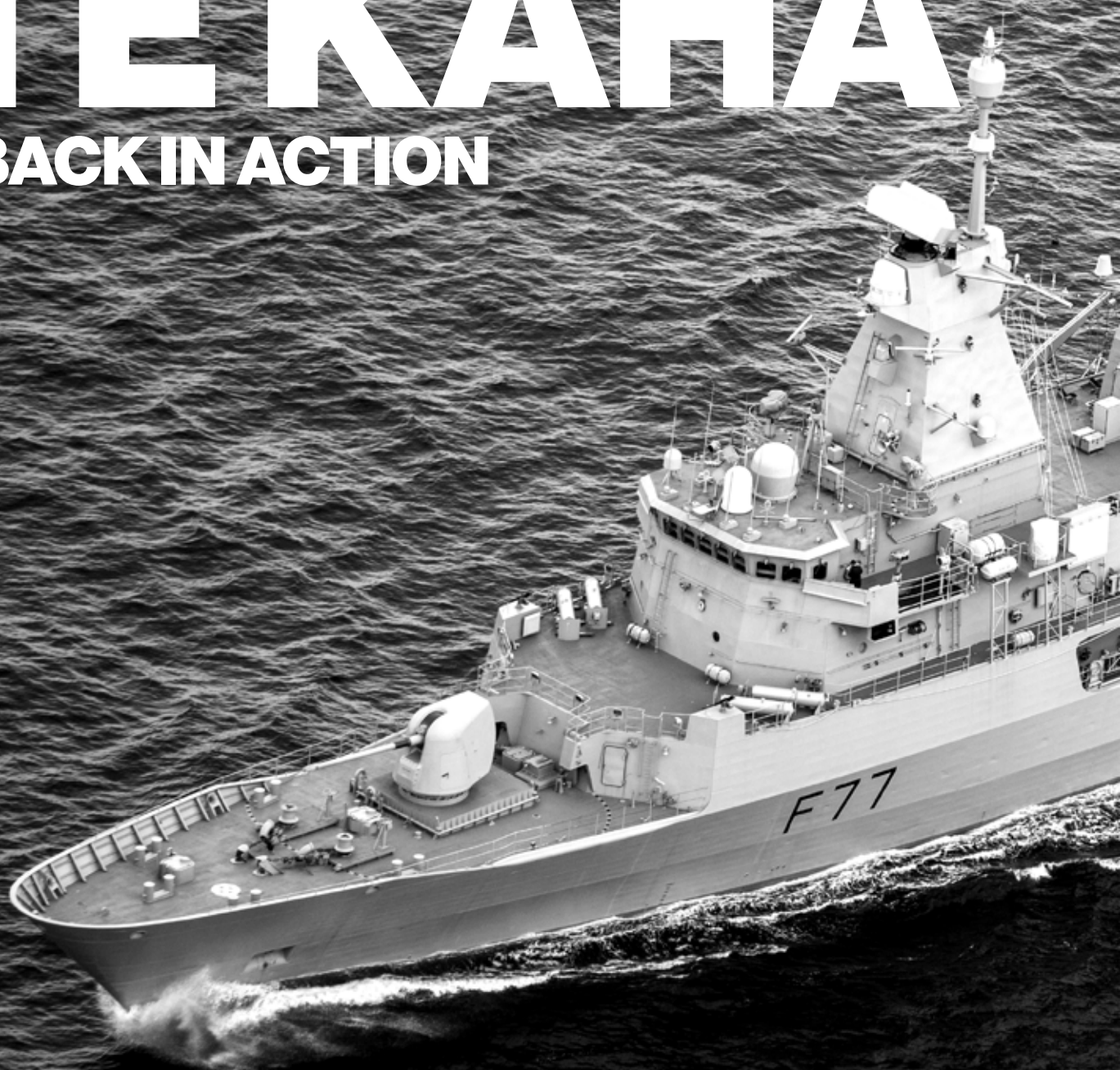


Photo: PO Chris Weissenborn





TE KAHA ON REGENERATION PATHWAY

It's HMNZS TE KAHA's turn to take centre stage in representing the Naval Combat Force.

During June, TE KAHA travelled from Auckland to Wellington for a series of sea trials to ensure equipment and systems are fully functional, as well as enhancing the crew's core mariner skills, all part of building the ship's company up for next year's operational deployments.

From 2018 to 2020 the ship received a significant upgrade to its combat, surveillance and counter measures capability in Canada. It has recently returned to sea after a period of extended maintenance.

It was the ship's first visit to Wellington in eight years, with an Open Day for the public held on 22 June. The previous port visit was as the lead ship of a task force sent to Kaikoura following the 2016 earthquake.

TE KAHA's TIMELINE

TE KAHA was the first of the frigates to receive its Frigate Systems Upgrade in Canada, departing New Zealand in February 2018 and returning in December 2020.

In 2021 TE KAHA assisted HMNZS AOTEAROA in its first Replenishment at Sea exercises, then partnered AOTEAROA during Operation Crucible in South East Asia, notably with Exercise Bersama Gold near Malaysia and joining the United Kingdom Carrier Strike Group near the Philippines.

HMNZS TE MANA returned from Canada in July 2022, while TE KAHA went into a lengthy refit period which included the replacement the main engines, forward generators and funnels.

Its current Commanding Officer, Commander Fiona Jameson, took command on 3 March 2023.





Lieutenant Julian Grimmett

A former Onslow College student is showing the way to go as Royal New Zealand Navy frigate HMNZS TE KAHA builds up capability for future missions.

Lieutenant Julian Grimmett, from Khandallah in Wellington, is the Navigating Officer on board TE KAHA, which visited Wellington 19–24 June.

The Navigating Officer is a warfare officer of four to seven years' experience who specialises in navigation. They are responsible for the safe passage and navigation of the ship at sea.

LT Grimmett studied Information Technology at Weltec in Petone but realized it wasn't for him.

"It wasn't what I was passionate about. I looked at the police and looked at the Defence Force and applied for both. To coin a phrase, I was looking for better work stories. I wanted something active."

He joined the Navy in 2013, and found he really enjoyed Junior Officer Common Training, the 22-week officer training course. "You might not appreciate it at the time, but it was really cool."

Part of the training included a stint aboard training ship Spirit of New Zealand, taking the vessel to Sydney for the Royal Australian Navy's 100th anniversary.

"It was 10 days over there, in tough seas. It was also my 21st birthday when I was there, so there was a 100-gun salute at the same time, which was pretty nice."

As Navigating Officer in TE KAHA, he's not on bridge 'watches', but supervising a small team of bridge watchkeepers.

"I work pretty consistently from 8am to 8pm. There's supervision and a lot of planning in my job. When you come in and out of a harbour like Wellington, you have to plan it out."

For the Wellington visit, TE KAHA takes aboard a CentrePort Wellington pilot to guide the ship to its berth at Queen's Wharf.

"If a pilot comes on board, we don't switch off. We have to be trained to fight regardless of circumstances. In a wartime situation a pilot may not be available. We train for visual navigation, and we need to be able to do it anywhere in the world."

He likes the mathematics side of the job. "I know it's a bit nerdy to say, but I've got a maths brain. Navigation is about triangulation, trigonometry and problem solving. There's environmental factors, movement of the sun, the stars, the seasons."

"The other thing I like is the personal skills. I'm the oversight for a small team, as the most experienced watchkeeper on board. I give coaching and advice to younger ones. I've previously been an instructor at the navigation training school in Australia."

Next year LT Grimmett will further his warfare officer training in the United Kingdom, to qualify as a ship's Principal Warfare Officer.



My advice to people thinking about this career is to be open to experiences. I've been all around the Pacific and Asia, and made some amazing friends in New Zealand and other countries. I did a lot of growing up in first years in the Navy. It gives you some pretty good life skills."



Lieutenant Oli Cook

Oli Cook has a love for science and technology. Add in a five-inch main gun, a Close In Weapons System and the Sea Ceptor missile and he's definitely in a happy place.

Lieutenant Cook, from Warkworth, is the Assistant Weapon Engineering Officer on board HMNZS TE KAHA.

He attended King's College in Auckland, and says the idea of a Defence Force career popped up on his radar when a recruiting truck came to school.

"I ended up looking at the Defence Careers website for a while. I went to the University of Canterbury to study mechatronics engineering, and there was a careers expo there. The recruiter told me about the scholarships with the Navy, and said what I was doing was very applicable for a weapons engineer."

He said it came at a time in his degree when you start thinking about jobs. "Once I had the bit between my teeth about the Navy I didn't think of anything else."

He joined the Navy in 2020, becoming a Navy Reserve Officer, and continued with his now-sponsored university studies. The Navy also provided LT Cook with the required internship time needed for an engineering degree.

He then undertook the 22-week Junior Officer Common Training to graduate as a Royal New Zealand Navy officer.

"It wasn't an easy adjustment going from university to officer training," he says. "It was a learning process to be humble and learn from mistakes. I soon came right."

He really enjoys being at sea. "There's so much variety. And I'm doing what I enjoy. I'm a big technology nerd. This trade is about science and technology, communication, radar theory, learning how acoustics work underwater, and explosive theory. We've got the five-inch gun. You really feel like you're at the pointy end of things."

When asked what his typical day at sea is, he says there isn't one. "You wake up, do PT, shower, have breakfast, check signals to find out about flagged defects and update our onboard database. You're sending and answering emails. And there's a lot of work during the day, because officers have a lot of ancillary roles – other jobs. On top of that is your task book. I'm working towards my competency certificate."

His advice to others is something he's learnt: be humble.



Learn from your mistakes and don't take feedback personally. You only get out of this what you put in. You develop your leadership in training, but you really get to practise collaborative leadership when you're at sea."

Divers tackle World War II bombs in Vanuatu

Explosive Second World War relics that have lain underwater in Port Vila Harbour for nearly 80 years have been rendered safe by Royal New Zealand Navy divers, operating from HMNZS MANAWANUI.

Clockwise from top: A diver from HMNZS MATATAUA prepares a low-order charge on one of the bombs.

A 1000 lb bomb after it has been cracked open by a low order charge.

One of the 1000 lb bombs before it is rendered safe.



The five 1000 lb bombs – likely disposed of via a ship at the end of the Second World War – were sitting in around 20 metres of water.

Supported by Vanuatu officials, five Maritime Explosive Ordnance Disposal Divers from HMNZS MATATAUA confirmed the location of the explosive remnants of war, before using a low order charge to crack the bombs open.

Chief Petty Officer Diver Jarron Williams led the dive team for the operation, and said that the method they used was the least disruptive in the sensitive maritime conservation area.





“A low order charge to crack the ordnance open is a method that we’ve successfully utilised in other Pacific nations affected by these remnants, like Tuvalu, Papua New Guinea and Solomon Islands.

“Once the bomb is open, it’s flooded with sea water which renders the explosive ineffective.

“Of course there’s no big boom like you might see in the movies, but it’s much safer for the marine life and better for the environment.”

With the task in Vanuatu complete, HMNZS MANAWANUI continued her Pacific operation with a transit to Tonga, for His Majesty King Tupou VI’s birthday celebrations and the 50th Anniversary of the Tongan Royal Navy.



HMNZS MANAWANUI on course to Vanuatu.

Fijian Navy hydrographers and RNZN personnel prepare to launch an Autonomous Underwater Vehicle for a survey of the sea bed, with HMNZS MANAWANUI in the background.

RNZN personnel and members of the Fijian Navy work together to launch the AUV for a sea bed survey.



PHOTOS: PO Chris Weissenborn

MATATAUA INTERCEPTS DRUG SHIPMENT



Customs has no evidence to suggest this cocaine was intended for New Zealand shores. However, this operation shows the value of our creating strong international networks with other agencies as well as global shipping lines to combat transnational organised crime.”

HMNZS MATATAUA and NZ Customs joined forces in April to seize a seven-kilogram cocaine shipment attached to the side of a ship’s hull.

A vessel had departed Panama, bound for New Zealand, when the ship’s master spotted a parasitic attachment on the ship’s stern.

The master notified NZ Customs, who requested New Zealand Defence Force assistance to extract and investigate the package.

Lieutenant Commander Jordan Markham, Officer in Charge Maritime Explosive Ordnance (MEOD) says a cautious approach was required. “This was something out of the ordinary,” he says. “Intelligence was limited and little was available regarding what might lie inside a potentially dangerous package.”

The Uncrewed Surface Vessel BELLONA was re-tasked from its operational tasking in support of NZ Customs in Tauranga (see *Navy Today June 2024*) in order to head to the Hauraki Gulf and monitor the vessel at its anchorage until daybreak.

Following a mission briefing in pre-dawn darkness, two Littoral Manoeuvre Craft were launched from Devonport. One LMC, with MATATAUA engineers and Customs personnel, boarded the vessel. The other LMC had MEOD divers to conduct an investigation of the package.

After viewing some close-range imagery, courtesy of an Uncrewed Aerial System (UAS), the divers carefully approached to inspect it further, ultimately removing the package remotely.

“The package was x-rayed to determine what might lie inside. Following that, it was carefully and precisely opened using advanced explosive methods to reveal just over 7kgs of cocaine in six packages and a collection of electronics, all which were taken into evidential custody by NZ Customs.”

While the package was being processed, Search, Survey and Recovery (SSR) divers undertook a search of the ship’s hull, confirming it was clear of any further packages or hidden surprises.

Once MATATAUA had cleared the vessel, NZ Customs took charge, allowing the ship to berth in Auckland.

As well as the interception, the mission was a successful example of a networked operation, with live feeds from BELLONA’s camera and the teams being fed back to MATATAUA’s headquarters in Devonport.

LTCDR Markham says the mission brought together many elements of MATATAUA’s task-organised structure.

“The capabilities provided through a combination of professional and well trained personnel, the latest equipment and technology such as Command and Control and autonomous systems, and the two LMC interoperating alongside NZ Customs, removed a significant threat from the streets. It really highlighted the professionalism and modern capabilities of MATATAUA.”

Customs Manager Maritime, Robert Smith, says this method of transporting drugs has been seen in other ports of the world but was unusual for New Zealand. The drugs seized would have been worth around \$NZ3 million.





HMNZS TAUPO SUPPORTS MPI IN SOUTH ISLAND FISHERY COMPLIANCE

■ By Boarding Officer
SLT Rowan Stone

HMNZS TAUPO has been busy travelling the sea lanes of New Zealand conducting Officer of the Watch sea training for aspiring Warfare Officers to learn the basics of their trade.

In the midst of TAUPO's busy schedule, a window was identified to assist the Ministry for Primary Industries (MPI) with fisheries compliance boardings. This kind of interagency operations is given the name Operation KAUWAE.

As part of OP KAUWAE, TAUPO provided a platform for Fisheries Officers from MPI to conduct boardings within New Zealand's exclusive economic zone. With the support of TAUPO and the boarding team, MPI were able to board and observe fishing vessels in areas they aren't usually able to. This is an important task in order to ensure sustainable fishing practices are maintained within New Zealand waters.

TAUPO sailed from Lyttelton on 4 June with two MPI officers embarked, and proceeded to the last known locations of several fishing vessels. Upon discovery of a vessel, TAUPO conducted observations to collect information, before hailing the vessel to ask questions about their catch, resources, and intentions, prior to



sending a team over to board and inspect. TAUPO's Boarding Team consisted of three operators; a Lead Boarding Officer, Team Security and Second in Command, and Team Communicator.

Over a period of three days seven boardings were conducted on trawlers, dredging and long line vessels. The catch on board these vessels included over 30 different species, from blue cod to sea cucumber. These vessels were boarded to ensure compliance with the NZ Fisheries Act 1996.



On the final night of OP KAUWAE, TAUPO closed in on a fishing vessel to observe its fishing activity. A breach was identified during the observations, which was followed up the next morning with the vessel being boarded. MPI interviewed the skipper and crew of the vessel and will continue further enquiries ashore.

If fishing vessels fail to correctly report, handle, or dispose of their catch or bycatch, or do not use the correct equipment, it can undermine the conservation of New Zealand's maritime flora and fauna. The consequences of failure to follow the rules may include a warning, infringement notice, seizure of items used in the commission of the offence, or at the higher end, imprisonment.

OP KAUWAE was a great success for MPI and the RNZN. Fisheries Officer Gareth Manson said that working with TAUPO had been a smooth and enjoyable experience.

"We are very appreciative of the team's flexibility, and for the opportunity to work alongside the RNZN to extend our capabilities."

The crew of TAUPO similarly enjoyed the chance to work alongside MPI to protect NZ's maritime resources. It was many sailors' first exposure to boarding operations.

OP KAUWAE provides a great opportunity for the RNZN to work with government agencies and build connections and experience which enhance future interagency operations. The boarding team of TAUPO look forward to future opportunities to protect New Zealand's maritime resources.



From left, Fisheries Officer Gareth Manson, SLT Rowan Stone, ACWS Skyler Stokman, Fisheries Officer Courtney Burn and LT Jessica Bewick.



RNZN Technical Forum 2024

■ By LT Lucy Johnston, Deputy Marine Engineer Naval Staff

An RNZN Technical Forum held in May 2024 at the North Harbour Stadium, Albany hosted 310 members of the Naval Engineering Enterprise.

The aim of the forum was to facilitate an opportunity for networking across all RNZN technical trades, to hear directly from Naval Engineering leadership, review the current state and provide insight into the future of naval engineering. In the past, the RNZN Technical Forum was a biennial event; however due to COVID-19 lockdowns, this was the first RNZN Technical Forum that had been held since 2019.

The former Chief Naval Engineer (CNE), Captain Colleen Smith, discussed the naval engineering branches 2023 Pulse Survey results as well as the work streams being undertaken by the Naval Engineering Leadership Board.

The Chief People Officer Capability Portfolio team presented an update on NZDF remuneration including military factor, allowances and payment retention schemes for engineering branch personnel. A brief on the

international strategic environment by Commander Andy Grant, Director of Seapower and Warfare, reminded us as technical branch personnel of how the work that we do enables the fight. This brief included New Zealand's strategic context, NZDF strategy and the increasing threats of information warfare and autonomous systems.

After a morning tea break, Naval Strategic Personnel & Planning presented the Engineering Training Reform project followed by Career & Talent Management who discussed their recent restructure and key improvements to the way careers are being managed.

The forum then shifted to a focus on technological advancements where Defence Science and Technology (DST) detailed an array of ongoing science programmes. The Maritime Simulation Refresh team demonstrated virtual reality training programmes under development to better support engineering branch training. During the lunch break, Defence Excellence, Capability Branch, Captain Fleet Operational Readiness, Institute of Marine Engineering Science and Technology, Institute of Engineering and Technology and Defence Science and Technology all had exhibitions on display for forum attendees to peruse.

Following on from the lunch break, the Maritime Fleet Renewal – Transformation Change Programme discussed the need for a fleet renewal and how the future fleet will be delivered. Forum presentations concluded in the afternoon following an hour-long Q&A session by naval engineering leadership personnel positioned centre stage and a closing address by the newly appointed CNE, Captain Phil Eagle.

As naval engineers and technicians, we all play an important role in delivering the capabilities of our warships safely and effectively to meet the outputs required by the New Zealand Government. Regardless of what rank and experience level you are, whether you are designing the future fleet, managing configuration change, scheduling FMMS jobs, or tracing on-board systems, you are contributing to Naval Engineering.

To have your say on how the next RNZN Technical Forum should run, please make yourself known to your Head of Trade and get involved in the RNZN Technical Forum Planning Committee.



AOTEAROA FRONTS NAVY'S BIGGEST DEPLOYMENT

HMNZS AOTEAROA, with an embarked Seasprite helicopter, departed Auckland on 19 June to begin its Operation Crucible deployment.

The near-five-month deployment started with the 3,000 nautical mile trip to Hawaii for Exercise Rim of the Pacific 2024 (RIMPAC 2024), the biggest in a series of international operations and exercises in the Western Pacific, South East Asia and East Asia.

The largest of these will be RIMPAC, which is held in Hawaii every two years. It's the world's largest multinational maritime warfare exercise, and this year New Zealand Defence Force personnel and platforms will join 40 surface ships, four submarines, 171 aircraft and more than 25,000 personnel from 30 nations.

The 106 crew from AOTEAROA will be among approximately 250 NZDF personnel deployed to RIMPAC. The NZDF is also deploying a Royal New Zealand Air Force P-8A Poseidon and air surveillance personnel, RNZN divers from HMNZS MATATAUA and staff officers for headquarters roles.

Later in the deployment, AOTEAROA will support NZDF's contribution to efforts to detect and deter evasions of United Nations Security Council resolutions which impose sanctions against North Korea.

AOTEAROA will maintain a presence in the area, conduct surveillance, and re-fuel ships at sea, including those from partner nations conducting maritime patrols to detect and deter breaches of UN sanctions.

For the Commanding Officer of AOTEAROA, Commander Rob Welford, the deployment is shaping up to be one of the career highlights for the crew.

"The ship's company are really excited as this deployment is exactly the reason why they joined the Navy," CDR Welford said.



They'll be sailing more than 30,000 nautical miles, conducting port visits in four countries, and creating bonds with their shipmates over the next 18 weeks that will last a lifetime.

Plus they will be advancing New Zealand's interests from the sea, one of the key reasons why our Navy personnel choose to serve."

OUR PEOPLE

1. Newly promoted POMT(P) Makara Akania with some of his shipmates on HMNZS MANAWANUI during Operation Calypso.
2. Navigating Officer LT Julian Grimmett, HMNZS TE KAHA.
3. CDR Chris Bone takes command of HMNZS TE MANA, receiving his Command Directive from CDRE Andrew Brown, Acting Chief of Navy.
4. LMT(L) Jack Davies receives his second good conduct badge from HMNZS MANAWANUI's Commanding Officer CDR Yvonne Gray at sea during Op Calypso.
5. CDR Louis Munden-Hooper receives his New Year's Honour, the Distinguished Service Decoration, from Governor General Dame Cindy Kiro during an investiture ceremony in Wellington.
6. SLT Samuel Penno receives the Minister of Defence Sword of Honour from Judith Collins as the top graduate of JOCT 24/01.
7. SIG Josh Hay (left) with his brother CHAP William Hay, newly graduated from JOCT 24/01.
8. AMT(P) Anahera Hunter receives his first good conduct badge from HMNZS MANAWANUI's Commanding Officer CDR Yvonne Gray at sea during Op Calypso.
9. The graduating class of JOCT 24/01.
10. From left, CDR Hayden Wilson, LTCDR Eric Chapman (HMNZS OLPHERT) and CDR Roger Saynor, former Commanding Officer HMNZS WAKEFIELD, chat during a Reserve Force hui at Parliament.
11. CHAPs Dave Lacey and Lloyd Salmon at the 2024 Defence Force Pacific Chaplains forum.
12. CDRE Garin Golding, Maritime Component Commander, chats to Chilean Navy officers while aboard Type 23 frigate ADMIRALE COCHRANE, during Navy to Navy talks in Chile.





WELCOME TO THE NAVY

Navy Today welcomes our new personnel graduating 8 June, featuring sailors from intake BCT 24/01 and new officers from JOCT 24/01, and a special congratulations to those experienced hands who are commissioning from the ranks.

PHOTOS: LAC Jalesa Nomani







IRISH IPVS BENEFIT FROM KIWI EXPERTISE

■ By HMNZS NGAPONA Ireland team

Earlier this year, the Irish Naval Service (INS) requested informal assistance from the Royal New Zealand Navy, asking for a small team to come to Ireland to assist with initial sea trials on the first of their former Royal New Zealand Navy Inshore Patrol Vessels (IPVs), prior to achieving Initial Operational Capability (IOC).

During May, HMNZS NGAPONA sent three personnel from the Royal New Zealand Navy Reserve who had experience in IPVs.

In 2022 the Irish Department of Defence purchased two decommissioned Lake-class IPVs, HMNZS ROTOITI and HMNZS PUKAKI. They were sealifted to Ireland in early 2023, renamed LE AOIBHINN and LE GOBNAIT and were placed into a Reduced Activity Period.

In early 2024 the Government of Ireland directed the Irish Navy to crew the two ships, with the aim of them being operationally capable by the end of the year. LE AOIBHINN then began an accelerated activation period and put to sea for the first time in mid-May with the RNZN team onboard.

We found that the INS operates a different trade/branch and crewing model to the RNZN. Typically personnel don't have ancillary roles outside the confines of their chosen trade. Within the RNZN (and in particular with the IPV) it is common to have support/operations branch personnel taking on ancillary roles such as being involved in bridge watches and seamanship evolutions.

This was a new concept for the INS to adopt and implement as they had decided to adopt the same model due to the benefit of a smaller crew.

The RNZN team, based at Haulbowline Naval Base in County Cork, were there to provide informal training and advice across a variety of areas from shiphandling, vest davit operation and machinery and auxiliary system familiarisation.

Lieutenant Fletcher Slierendrecht was selected as part of the team, having commanded IPV HMNZS TAUPO in 2022.

“Key members of the Irish commissioning crew had visited New Zealand and undergone a sea ride with me in TAUPO and sea trials onboard their own IPV throughout the acquisition process. That on top of the preparation and coursing they had done prior to us arriving actually had them at a very good baseline. We were just there to help provide the additional 5–10 percent from experience operating these vessels in New Zealand,” he says.

The team had a weekend in Ireland to adjust time zones so they managed to explore much of County Cork before commencing work onboard. The ship then conducted 10 days at sea, mixed between day running and overnight periods off the south coast of Ireland.

“There was a lot of pressure on the crew to get to sea and my understanding was there was a fair amount of disbelief from the wider Naval Service that it was going to happen, but when LE AOIBHINN left the basin for the first time it ended up being quite the turnout.”

Warrant Officer Marine Technician (Propulsion) Wayne Freeman was selected due to his experience as a former Marine Engineering Officer in TAUPO and HMNZS HAWEA. He accepted the opportunity and



reached out to a colleague who was involved in the Irish Navy's IPV trials in New Zealand and the initial familiarisation in Ireland.

This gave him a good insight on the modifications the INS had carried out to the engineering plant.

"Notable engineering changes that the Irish IPV underwent were the change in Integrated Platform Management Systems (IPMS) from Servowatch to Kongsberg's 'K Chief'.

"They also opted for the emission Tier 2 upgrade to the main engines which basically involved upgraded fuel injector type and upgraded charge air intercoolers."

In his opinion, the period of time in a Reduced Activity Period (RAP) on arrival in Ireland set the engineering team up for success.

"The prolonged time in RAP actually allowed the two senior technical ratings to learn all the Ship systems in depth. Between them and an experienced Engineering Officer, the plant knowledge was high and only required advice on idiosyncrasies and 'what I would do if,'" he says.

He noted the Unattended Machinery Space routine (UMS) is not conducted within the INS across any of their Fleet. "This was an intended focus area from the beginning and where I feel we had a major transfer of knowledge. Though both manning structures are vastly different,

we were in a position to pass our experience and method of execution across," says WOMT(L) Freeman.

Leading Marine Technician (Electrical) William Ikenasio was the third team member, with a background in machinery control room watchkeeping in UMS routines.

"It was a privilege to have been selected to work alongside the Irish Navy and offer support and my experiences throughout the process of sea trials onboard LE AOIBHINN. They were a dedicated and professional team and they made us feel very welcome onboard," he says.

The Tour of Duty was a huge success. The first few days were dedicated to contractors onboard and then core mariner skills commenced at a very slow pace and built up. Every day the Ship's Company got more familiar with systems and by the end we had become passengers. The North Atlantic treated us pretty well and we had the opportunity to see some of Ireland's rugged coastline.

It was our first time to Ireland and we thoroughly enjoyed the experience and opportunity. To be able to come from the Reserve Force and be entrusted with an opportunity like this was not taken for granted. The Irish Naval Service was very impressed with the value-add of having the RNZN onboard and we're positive that the door is open for more engagement in the future.



There was a lot of pressure on the crew to get to sea and my understanding was there was a fair amount of disbelief from the wider Naval Service that it was going to happen, but when LE AOIBHINN left the basin for the first time it ended up being quite the turnout."

Recognition of sea service

Who's had the most sea time?

While that's a worthy argument, the Royal New Zealand Navy is acknowledging all those who have clocked some serious sea mileage.

The Navy has introduced a formal badge for recognition of sea service for current RNZN serving personnel, detailed in Navy Order 2024/06.

In May, Commodore Garin Golding, Maritime Component Commander, handed out the highest level of the badge to eight sailors featuring in the top 10 list of sailors with the most sea days – CPOCSS Lee Frankham, WOCSS Ray Jensen (also the holder of the 'Old Salt' salt shaker as the Navy's longest continuous serving member), CPOSSS Clint Whitehead, CPOMT(P) Tony Dunn, WOET Mark Naldrett-Jays, POSCS Charles Green, CPOCSS Trouty Taylor and WOCH Mark Middlemiss.

The top sea time person is CPOCSS Lee Frankham. However, the eight sailors all started their sea service before computer records were kept, so that title could receive some friendly dispute.

Every day posted to a sea going unit at 47 hours or less notice for sea counts.

The badge will only be issued to current Regular Force personnel; at this stage they will not be awarded to Reserve Forces or ex-RNZN personnel.

Personnel who discharge from the RNZN or transfer to the Standby Reserve after 1 March will still be entitled to receive the badge.

For more information email SEASERVICEBADGE@nzdf.mil.nz

CPOCSS Lee Frankham, number one for sea days in the Navy, receives his Recognition of Sea Service badge from CDRE Garin Golding.



Six Levels

Gold Anchor

Completed two but less than four years cumulative sea service.

Gold Star

Completed six but less than eight years cumulative sea service.

Gold Anchor/ Gold Star

More than ten years cumulative sea service.

Silver Anchor

Less than two years cumulative sea service.

Silver Star

Completed four but less than six years cumulative sea service.

Silver Star/ Gold Anchor

Completed eight but less than ten years cumulative sea service.



NEW ACN RESERVES CARRIES ON THE GOOD WORK

Captain James Burt VRD is 100 per cent Reserve Forces, rising from Ordinary Seaman in HMNZS NGAPONA in 1997 to the new Assistant Chief of Navy (Reserves) today.

He was promoted to Captain at a ceremony at NGAPONA on 28 May, and last month took over the ACN (Reserves) role from Captain Phil O'Connell, who had been in the role for 11 years.

CAPT Burt comes from a service family, and had contemplated joining the RNZN while he was a first-year at university. He got an offer of service with three years of university study thrown in. But he had four years of university to go and decided to defer. His mother spotted an advertisement for the RNZNVR, and he signed up for that.

Commissioning from the ranks in 2000, he went on to earn his Bridge Watchkeeping Certificate and was a Watchkeeper, Navigating Officer and Executive Officer in the Reserve Force's Moa-class Inshore Patrol Craft.

When the Lake-class Inshore Patrol Vessels were introduced in 2009, he obtained his Minor War Vessel Navigating Officer qualification – to date the only member of the Volunteer Reserve to have done so – and his platform endorsement. He subsequently served in HMNZ Ships HAWEA and TAUPO.

He's gone on to post as both Executive Officer and Commanding Officer of NGAPONA. In 2018 he assumed the newly established position of Commander Naval Reserves (Personnel and Training)(CNR(P&T)).

A litigation lawyer for over 23 years, he says the secret to being able to run two lives is having a very understanding family.

“For the last eight or nine years I've been working for myself as a barrister, so there's been quite a lot of flexibility. I can choose where and when I work. I can do Navy work during the day and catch up with legal work in the evenings, or vice versa. And these days, you can work remotely, I can just log in.”

He is particularly proud of the reinstatement of recruiting for Naval Reserves during his tenure as CNR(P&T) after a hiatus of over 10 years.

It led to the creation of the Naval Reserve Common Training course for sailors and officers, designed to provide almost identical initial training to that received by Regular Force personnel. Around 40 ab initio recruits have joined the Naval Reserves in the last two years.

“That was my baby and definitely a highlight of my service. We wanted to capitalize on people's civilian skills, and it's been very ably taken forward.”

He also really enjoyed his time as XO and CO of NGAPONA. “I liked being able to help people achieve what they wanted to achieve in their reserve careers.”

He says he's looking to grow and develop the good work already underway. “I'm not looking at a major change in direction. I'd like to expand the roles that we recruit, and I want to look at engaging with Regular Force members more. And I'd like to get more sea time for our ab initio reservists.”



Above: James Burt is promoted to Captain, with his wife Anna and CDRE Garin Golding, MCC, changing the rank slides.

Southland Marine Engineer Hones Skills In South Atlantic

Tayla Richards says she wanted an active job with variety. She's just returned from a six-month exchange in a Royal Navy ship patrolling the Falkland Islands.

Sub Lieutenant Richards, from Edendale, joined the Royal New Zealand Navy in 2021 after finishing a mechanical engineering degree.

"I had gone to Southland Girls', then university and got into my first ever desk job doing design engineering. As someone who had grown up on a farm, sitting behind a desk was not something I enjoyed. A Defence Force recruiter said, the Navy has an active lifestyle. I thought, that sounds like a good deal to me."

She completed her Junior Officer Common Training in Auckland, then worked in Managed Isolation and Quarantine Facilities during the Covid pandemic for four months into 2022. After working in ship maintenance she posted to the Defence School of Marine Engineering at HMS SULTAN in the United Kingdom to do her Systems Engineering and Management Course (Marine Engineering).



Royal New Zealand Navy marine engineering officers undertake overseas training in Australia or the United Kingdom. The latter usually involves an exchange aboard a Royal Navy vessel as an Assistant Marine Engineering Officer.

SLT Richards was posted to River-class Offshore Patrol Vessel HMS MEDWAY, based in the South Atlantic Ocean.

"I was very fortunate to experience it, and to work with a lot of cool people. We were at sea quite a lot, with a long time spent in the Falkland Islands. There's about three thousand people living on the island, along with thousands of penguins and amazing wildlife."

The sea posting allows trainees to immerse themselves in the dynamic environment of naval operations and learn to liaise with other departments on board.

"MEDWAY was quite similar to our ships. But they stay out there and do crew rotations, they change out 50 per cent of the crew every three months. It's good, they get to come back refreshed."

Now that she's qualified and back in New Zealand, SLT Richards is ready for a ship posting as a Deputy Marine Engineering Officer when a space becomes available.

The Commanding Officer HMS Sultan, Captain Mark Hamilton congratulates Marine Engineer Officer SLT Tayla Richards on completing the SEMC (ME) course.

PO Photographer Pepe Hogan / Royal Navy



The overseas courses are very manageable. When you've already got an engineering mindset, you know what you need to be learning and they make sure you get the training. The time on ship consolidates it really well."

SLT Tayla Richards in the Falkland Islands.



Wāhine toa lead creates her own journey

■ By Andrew Bonallack

Commander Linda Bruce, NZDF Wāhine Toa lead, is ready for a sensible *Navy Today* interview on the progression of women in the Defence Force. She exclaims loudly when I start with my favourite of all interview questions:

“What brought you to the Navy? What started it all?”

“Oh, these are terrible questions! I was calling up to join the Air Force and they were out at lunch. I didn't know anything about the Navy. But I was stuck in university lectures when I called up and I was keen to know if I could work outside.”

I've heard many funny variations on this, from some of the best people in the Navy. People worry that they haven't got a more 'meaningful' anecdote about joining the Navy, like they should have grown up listening to whale songs on vinyl. From my point of view, the journey is always better.

I'd gotten some big hints of it when I was photographing her promotion to Commander in March. It seemed like there were children everywhere; she and her partner Joel have a large blended family. I heard her inspiring “don't-fit-the-mould-girl-power” speech and the room went quiet for a moment.

I mentally booked a *Navy Today* story. Two pages. Maybe three.

She tells me her father was an Army reservist and both parents were keen for her to join as an officer after finishing at Upper Hutt College.

“I got a lot of my strengths from my parents. They were really good parents, really encouraging, and my Dad never treated me any different from my brothers. If they were shooting, I was shooting. I was mountain biking. I loved that. There were some hard times along the road, but one of my favourite sayings is that ‘the sharpest swords are cast from the hardest fires’. I guess I grew up resilient.”

She joined in 2003 as a Stores Accountant, having just missed the cutoff for the Officers' Scheme. “I really wanted to join, and didn't want to wait another year for the next officer intake. It was probably the best decision I've ever made, so many of my best friends are still from my time as a sailor. It also gave me a well-rounded perspective. I got to see both sides of the coin.”

In 2003 there was about 10 percent women in the Navy. She remembers how HMNZS CANTERBURY (F421) was not female friendly, women had to use the male Warrant Officer's bathrooms and some men still openly thought women were bad luck at sea.

Even so, the first time the ship moved away from the wharf is one of her favourite memories. “Not because it had broken down so many times already (so we couldn't believe we were finally sailing), but because I felt like a sailor for the first time.”

Following postings in CANTERBURY and HMNZS TE MANA, she found herself in discussion with a senior officer on the side of a soccer field. “I can't remember if he was Deputy Chief of Navy or Maritime Component Commander at the time, but he took an interest in my career. Why don't you become an officer, he asked me? I said, why don't you make me one Sir? I got back to the office that afternoon, and discovered his EA had been in touch with my Warrant Officer. My WO was really annoyed with all the paperwork he'd have to fast track! But we did it, and the next thing I knew I was at the selection board.”

Commissioning from the ranks in 2005, her naval officer journey starts out textbook: completing her qualifications as a Maritime Logistics Officer, postings to sea and a variety of logistics shore postings, particularly to Joint Forces Headquarters.

There's also eight months on leave without pay, backpacking around South America and working in a ski resort in Canada. She returned to the Navy and worked reduced hours to complete a Bachelor of Science in Geography at Victoria University.

Lately, Wellington roles appear to be her niche. “I would consider myself more of an NZDF officer. The last 12 years I have been at Joint or in 'town' (Joint Forces' expression for Wellington city) on NZDF projects. So I'm really a 'purple' officer, working in all three services, and I've been very lucky in that regard.”

In that time she's done a Masters in Strategic Studies and worked as Deputy Director of Naval Engineering (Logistics), Force for Families Project Officer, a Career Manager, Senior Advisor for the Directorate of Diversity and Inclusion, Personal Staff Officer to the Deputy Chief of Navy and Support Officer to personnel deployed overseas. She's had various deployments and exercises such as OP Antarctica, OP Monitor, and Ex Crois Du Sud.

She posted as the Wāhine Toa Programme lead this year, which aims to enhance the participation of women across Defence, and address the systemic and structural barriers for women in the workplace.

In her promotion speech, she acknowledged her varied career, her “tribe” of children, and some bumpy moments.

“Only a few short years ago I was a single mum with two kids and I couldn't see how staying in this career would be possible.

“But I had some great bosses. Bosses who gave me flexi-hours before flexi-hours were normal, and who believed in me at a time when I didn't believe in myself.

“Being promoted just feels so special, and I feel is such a reflection on how far our Navy and Defence Force has come in terms of allowing people who don’t necessarily fit the mould, to thrive and progress in our organisation.

“Our careers don’t necessarily all have to look the same anymore. We can bring our diverse thoughts, perspectives and experiences to the organisation, along with some on and off ramps, peaks and troughs.”

Her new role is perfect for her as the “ultimate girl-power girl from way back”.

“It’s really exciting,” she says. “I’m really looking forward to reinvigorating this programme. Life in the service is better

for women and there are policies that are good for everyone. But there are challenges and barriers to women advancing. I want to meet the women of the NZDF, hear what they want, and make an impact for them. I am here to help work on strategies to recruit, retain, and advance the women of our organisation so that the NZDF can be the most effective it can be on operations. And I’m so excited to start.”

She says it’s not about pretending that women are small men. “It’s not about women vs men vs any gender, or about competing. We are all equally important. It’s about recognising the different struggles and strengths that each gender has. Women bring

different attributes to the table. In operations they increase operational effectiveness. They give different advice. They access areas in other cultures that could be off-limits to men, which is an operational enhancer.”

Speaking to 21 years of service, she says it can feel like she fell into a club when she was 17, and never left.

“The Navy is my hobby. I’ve always felt that way. I work hard and it keeps me young at heart, it’s what enables me to keep an even keel. It’s knowing what I do has a purpose, that it matters, and I understand the context of what we do. It makes dropping off five kids in the morning not so bad.”

Below: CDR Linda Bruce with her mother Jenny.



MENTORING

UNLOCKING SUCCESS – TUKUNA TE ANGITU

Navy uses mentoring programme to foster growth

The RNZN has partnered with the RNZAF to launch the RNZN Mentoring Programme. Designed to align with the RNZAF model (and leverage off the Air Force’s European Mentoring and Coaching Council’s accreditation), the programme is aimed at nurturing professional development among its participants.

The mentoring programme will typically pair experienced personnel across the NZDF with people who are seeking guidance and assistance in their own development.

Coaching and mentoring in the RNZN aims to facilitate personal development, knowledge sharing and networking. By fostering mentor-mentee relationships, the RNZN aims to create a supportive environment where individuals can thrive and reach their full potential.

Lieutenant Commander Jordan Markham, the lead coordinator behind the programme, says the standard practice in the NZDF is that people get told what high performance looks like.

“Coaching and mentoring flips this narrative and instead asks a mentee, ‘what does high performance look like to you in your day-to-day activities?’ Through the simple act of asking questions, mentors are empowering mentees to find their own solutions to problems they face, and supporting them on their own self-development journeys.”

He says coaching and mentoring is a fundamental skill every 1-up manager needs to understand, and be able to implement, for the benefit of their team.

“It builds trust, fosters a positive culture of continuous improvement and growth, and develops networks and relationships across the NZDF system.”

Research shows that workplaces with robust mentoring programmes experience higher levels of employee satisfaction, retention, and productivity. Mentoring also facilitates smoother succession planning and knowledge retention, crucial factors for the RNZN’s future personnel state.



Investing in mentorship, the Navy demonstrates its dedication to fostering a supportive and inclusive workplace culture, where individuals feel valued, empowered, and motivated to excel.

“Opportunities for professional and personal development are the cornerstone in supporting our people to excel in all facets of their lives. When we share our insights and learnings, people benefit from our collective experience.”

As the RNZN continues to support innovative initiatives like the RNZN Mentoring Programme (a Defence Excellence project), it follows the RNZAF benchmark for other organisations seeking to optimise their workforce potential and achieve excellence in their respective fields via coaching and mentoring.



Professional development enabled by the RNZN Mentoring Programme

■ By LT LJ Littleton

I was privileged to be selected from the RNZN Mentoring cohort to participate in an external Coaching Course run by New Zealand's Coaching and Mentoring Centre that awards a NZQA Micro-credential (127349-1) Level 7, 15 credits.

I was introduced to formal coaching development in 2019. It ignited a passion in me for self-development and I wanted to enable others the same way.

I started my own coaching development journey by attending the Pilot Leadership Essentials Coaching Course run by the Leadership Development Group (LDG), and then redoing the course in its second iteration.

I needed to do the course twice, because when I started my coaching journey I was 'High Will' but extremely 'Low Skill'. These courses, coupled with a posting to the Officer Training School, reinforced my passion to further develop in the Coaching and Mentoring space.

After posting from LDG I sought further opportunities within NZDF and found the RNZAF Mentoring Programme in 2022.

I was privileged to be able to do their induction training and join their cohort. When Lieutenant Commander Jordan Markham reached out to me about re-establishing the RNZN Mentoring Programme, utilising the RNZAF Framework, I jumped at the opportunity

.For me, one of the key highlights of the external Coaching Course was its practical orientation. Participants not only learnt theoretical concepts but also engaged in hands-on exercises and role-plays that simulate real-world scenarios. This experiential learning approach allowed attendees to apply newfound knowledge in a supportive environment, honing their mentoring and coaching abilities effectively.

Moreover, the course emphasised the importance of building trust and rapport in mentor-mentee relationships. Effective communication skills, active listening, and empathy are underscored as essential elements for fostering meaningful connections and facilitating productive interactions. By mastering these interpersonal skills, participants are better equipped to establish a conducive environment for growth and learning.

The Professional Mentoring and Workplace Coaching Skills course delves into the nuances of goal setting and accountability. Mentors and coaches learn how to collaboratively set clear objectives with their mentees, breaking them down into manageable steps for actionable progress. Through regular check-ins and feedback sessions, they hold mentees accountable for their commitments, driving them towards achieving tangible results. Beyond the immediate benefits for mentees, mentors, and the RNZN, the Professional Mentoring and Workplace Coaching Skills course also underscores the personal fulfilment derived from guiding others towards success. Mentors and coaches often find profound satisfaction in witnessing the transformation and progress of their mentees, knowing that they played a pivotal role in their journey.

By being part of the RNZN Mentoring Programme and taking the skills I have learned from the courses I have done and relationships I have had, it's my intent to continue to give back to develop others while also progressing my own personal development.

Japan-Yokosuka Sailor of the Year week

■ By LEWS Lani Skeen and LSCS Ashlea Farrar

As runners up for 2023 Sailor of the Year (SOTY) we received an invitation to represent the Royal New Zealand Navy at the United States Navy 7th Fleet Sailor of the Year selection week in Yokosuka, Japan. This week-long programme included partner nations from Australia, UK, Singapore and Japan.

We were treated to multiple ship visits, including the JMSDF JS IZUMO (DDH 183). We had the chance to explore multiple decks aboard this ship and were most intrigued by the room showcasing the history of the ship, with all the best stories the ship had accumulated to date and a wooden plaque with the ship's name from the original shrine the ship was named after. The ship is nine years old and is the cleanest ship we have ever been on. JMSDF not only take pride in their appearance but their workspaces as well.

We then went on to explore an Arleigh Burke-class destroyer, USS HIGGINS (DDG-76), and we were lucky enough to hear from some of the crew's respective departments. The ship has impressive capabilities and the ship's company were preparing to deploy. As expected, on board the tempo was high.

Ashore, we explored Kamakura, home to many shrines and temples, shopping and all the best kinds of traditional food you could eat. The culture day enabled the attendees and the host nation to enjoy a more relaxed day away from the events.

We both sat in on the individual boards of the candidates. Each candidate's individual reports were detailed and outstanding in regards to why and how they made a difference not only over their entire career to date, but more importantly over the past year. Each sailor was more than deserving to be nominated and selected for the USN 7th Fleet senior SOTY.

Our biggest takeaway from the week is that all our respective navies are experiencing difficulties in recruitment and retention. It was agreed that the new generation of sailors have a different mind-set and our way of education and operation needs to change to fit this mould. Old salts dug into the minds of the younger sailors and listened to their advice and vice versa. The Singaporeans were implementing new strategies which allowed their people to branch off and develop themselves further afield, and they have already seen a huge improvement in retention and well-being within their work force.



They like to call this the “zig zag” learning style as they believe the new generation coming through enjoy variety in life rather than the traditional linear progression in one career.

We believe it was important to have the “future sailors” meet like-minded partner nations, building those important relationships early as we progress in our naval careers.

We are both super grateful for one of the most remarkable experiences the Navy has given us so far, and would like to express our gratitude for allowing us to be a part of this once-in-a-lifetime experience.

JET SKIER EYES WORLD TITLE

It's been an exciting ride for Leading Electronic Technician Joshua Ashby as he opens the throttle towards the Jet Ski World Finals in Arizona in October.

LET Ashby says he got into jet skiing in 2018 during his Basic Branch training, during a wet Auckland weekend.

"I thought, that looks fun and my Dad has a jet ski in the garage; why not give it a go?"

"Since then, it's been a wide open ride and I've never looked back, although at times my bank account would advise me otherwise."

LET Ashby says he's had exhilarating times racing around New Zealand in the last six years.

"I've been learning from some of the best in the world and I've been going toe-to-toe with former world champions."

So far he's notched up titles as New Zealand National Champion, North Island Champion, South Island Champion, New Zealand Tour Champion, Winter Endurance Champion and Rider of the Year.

This year he claimed third at the New Zealand Nationals, which qualifies him to compete at the 43rd Annual Short Block Technologies WGP-1 World Finals in Arizona, October 5-14.

"The Royal New Zealand Navy has supported me throughout my racing journey over the last six years, allowing me to attend events on a regular basis while also assisting with transport of my jet ski to the South Island when I was posted to HMNZS CANTERBURY in 2021.

"The RNZN has made the journey of growing as a racer and travelling around the country so easy and I'll be forever thankful to the organisation for allowing me to chase my dreams."



History moment



Former Petty Officer Writer Wes Elder shares a moment of déjà vu from his Navy archives.

In 1983, while travelling in Asia, he found a picture of himself on the cover of an American Express inflight magazine – a picture taken 20 years earlier at Waitangi.

“It was an unbelievable experience coming face-to-face with one’s past 20 years later. I’m on the right, and the guy next to me is possibly Wayne Maris. The other guy was at HMNZS TAMAKI – the ‘Rock’ – in 1962 with us but I can’t remember his name.”

According to the Naval Report to 31 March 1963, Waitangi Day 1963 included the presence of Queen Elizabeth II and the Duke of Edinburgh, Prince Philip. Attending were HMNZ Ships ROYALIST, OTAGO, ROTOITI, LACHLAN, PAEA, MAKO, MANGA, TARAPUNGA and ML P3555, as well as HMY BRITANNIA, HMS COOK and HM Submarine TAPIR.

PROMOTIONS:

Congratulations on your promotion

Updated to 13 June 2024

SLT Jasper BLOKKER
CDR Christopher BONE
LT Adam BRAND
SLT Te Mihinga Rose BROCK
CAPT James BURT
AMT(P) Max COULTER
A/LTCDR James DICKSON
LTCDR Jules DOUBLE
SLT Carlos EDEN
A/LT Andy FINDLAY-CLARKE
LWTR Matthew FLORES
A/LMT(P) Lukas GEORGE
POPTI Kingi HAWKINS
LLSS Kayla HAYES
A/POLSS Dallas HENRY
CPOCSS Te Whaiora HOROMIA-KAIWAI
LSCS Toby JARVIE
AET Ishmael KIRWAN
LMT(P) Bradley MARTIN
POCH Rianna PALMER
SLT Samuel PENNO
WOHST Jason SAGE
A/POMUS Priscilla SCANLAN
LWTR Paige SMITH
LTCDR Poutu TAU
AET Kaea TAURUA
LCH Hope THOMSEN
ASCS Manase TO'ANGUTU
A/LTCDR Olivia WEST
AET Zachary WILSON

15 ROUNDS

COMMANDER MUZZ KENNETT



01

Job Title and description:

Staff Officer Operational Performance. I lead the Operational Performance Analysis Unit (OPAU). OPAU is responsible for signature and gunnery analysis. The team also conducts operational analysis to support Ship CO's to improve efficiencies, identify areas where doctrine needs to change, and provide baseline maturity levels. The most recent evaluation was in support of Commanding Officer HMNZS MATATAUA analysing the unit's C2 effectiveness. The team is currently executing the planning for HMNZS TE KAHA Sea Ceptor missile firing.

02

Date Joined RNZN:

15 January 1975, two days after my 16th Birthday. 27 Years as an ET (made WOET) and 22 Years as a GLX Officer (currently CDR).

03



04

Best deployment and why:

As a rating – 1978 my first six month deployment on HMNZS WAIKATO to RIMPAC and up the west coast of the USA to Canada. I was flight deck party (from the foc'sle) when a USN Sea King helicopter did an emergency landing on to the flight deck.

Disco dancing had just taken off, so we brought back to New Zealand all the latest moves.

As an Officer – As Commanding Officer of HMNZS MANAWANUI the 2016 deployment to Solomon Islands for Op Render Safe, locating and destroying WWII ordnance.

05

Hometown:

Originally Whangārei, but now consider Devonport home (for the last 49 years).

06

High School:

Whangārei Boys High.

07

Favourite book:

Most fiction detective series – *Harry Bosch*, *Jack Reacher*, *Alex Cross* (you get the picture).

08

Favourite movie:

Forrest Gump.

09

Favourite album:

Jethro Tull – *Living in the past*.

10

Favourite song:

Queen – *Another one bites the dust* and *I want to break free*.

11

Favourite holiday destination:

Whitianga in the Coromandel and any Pacific Island.

12

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

Cycling, fishing, diving, gardening and watching sport.

13

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

I am the President of the Devonport RSA.

14

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

A person that taught me a valuable life lesson was Commodore Andrew Brown. When he was a Lieutenant Commander and I commissioned from the ranks in 2002 he gave me his Lieutenant slides and told me words to the effect of: "never let an opportunity pass you by".

15

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

The Navy is not just a job but a way of life that delivers many different experiences, allowing me to combine my passion for the sea whilst serving my country.



A shared

journey

of recovery

ART IN RECOVERY EXHIBITION

Whether you like painting, sculpting, photography or are someone who has always wanted to give art a try, we encourage all skill levels to take part.

It is open to any current serving or ex-serving NZDF injured, wounded or ill personnel, their family and friends and Families of the Fallen.

**Submissions Close:
9 August 2024**

Selected artworks will go on display in the Pumanawa Art Gallery in Christchurch from 1-6 October 2024.

To register or for more information, please email artinrecovery@nzdf.mil.nz.