

NAVY T O D A Y

TE KAHĀ'S
GUNNERY WEEK

AOTEAROA
ON DUTY

EXERCISE
NAUTILUS



Contents

- 04** HMNZS MANAWANUI sinks
- 06** TE KAHA's gunnery week
- 13** Working in TE KAHA
- 14** AOTEAROA on duty in North East Asia
- 20** AOTEAROA sailor's profile
- 21** New Warrant Officer of the Navy
- 22** First female divers
- 28** Exercise Nautilus
- 34** Exercise Bluebird
- 36** Reservists join CANTERBURY
- 37** SAR in Auckland Harbour
- 38** RHIBs for Navy Cadets
- 39** Hydrogen technology
- 40** PTIs on display
- 42** Promotions
- 43** 15 Rounds



What I enjoy most about the Navy is interacting with people from different backgrounds, areas and demographics. I like to discuss new ideas and hear different perspectives."

– Leading Combat System Specialist Sean Byers-Cook, on board HMNZS TE KAHA



navy.mil.nz

Navy Today is the official magazine of the Royal New Zealand Navy. Established to inform, inspire and entertain serving and former members of the RNZN, their families, friends and the wider Navy Community.

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

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

Design and Layout:
Defence Public Affairs

Distribution:
Readers can access service magazines via www.nzdf.mil.nz/navy-today.

If you would like an electronic copy of the magazine each month, please email: navytoday@nzdf.mil.nz

Contributions are welcomed, including stories, photographs and letters. Please submit stories and letters by email in Microsoft Word or the body of an email. Articles up to 500 words welcomed, longer if required by the subject. Please consult the editor about long articles. Digital photos submitted by email also welcomed, at least 500kb preferred.

Stories published in *Navy Today* cannot be published elsewhere without permission.

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

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

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



Front Cover:
Lieutenant Bethany Ward (right) and Able Diver Petra Dye-Hutchinson, the first female Navy divers.

Photographer:
LAC Andy Jenkins

Back Cover:
Operational Diver Challenge Coins, engraved with the names of the graduating Able Divers.





HMNZS
MANAWANUI

HMNZS MANAWANUI SINKS

**ON SUNDAY
6 OCTOBER
2024 DIVE
HYDROGRAPHIC
AND SALVAGE
VESSEL HMNZS
MANAWANUI
CAPSIZED
AND SANK
APPROXIMATELY
ONE NAUTICAL
MILE OFF THE
SOUTHERN
COAST OF
UPOLO, SAMOA**

Saturday 5 October

6.40PM



The vessel had run aground on a reef on Saturday at 6.40pm due to unknown circumstances, with the crew unable to free the ship.



During the night the order was given to abandon ship.



**75 people incl
7 civilians**

(3 MetService, 4 GNS Science)



4 foreign military

(2 Tonga, 1 Fiji and 1 Vanuatu)



They took to

4 life rafts



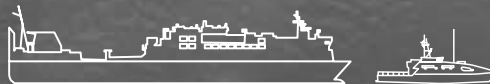
2 RHIBs



who attempted to corral and escort the life rafts.



A French cable-laying ship, MS LODBROG, the Cunard liner QUEEN ELIZABETH, vessel DOUBLE DOWN and Samoan Patrol Vessel NAFANUA III, plus other small boats, came to the ship's aid.



Sunday 6 October

1.00AM



The first people were rescued from their life raft at around 1.00AM on Sunday.



5.35AM



By 5.35AM, all people were accounted for, either on rescue vessels or ashore.

The conditions, on a reef at night with waves breaking, were very challenging. One RHIB capsized on the reef, with the passengers walking to shore.



6.40AM



At 6.40AM on Sunday, the ship was listing heavily and there was smoke coming from the ship, with the ship confirmed as on fire.

0900AM



At 9.00AM it was known to have capsized and was below the surface.



One person had an injured back, while another had a dislocated shoulder. Around a dozen others had minor cuts and abrasions.

Speaking at a press conference at Devonport Naval Base on Sunday, Chief of Navy Rear Admiral Garin Golding, alongside Minister of Defence Judith Collins, commended MANAWANUI's Commanding Officer, Commander Yvonne Gray, for her swift decision to evacuate the ship.

"A decision that likely prevented a loss of life," he said. "Evacuating a ship at night is an incredibly complex and dangerous task. The fact that everyone on board is now safe is a testament to the training and professionalism of our people."

He thanked the Samoan emergency services and all responders for their efforts throughout the night, in difficult conditions. The crew's families had been informed and all personnel would be flown back to New Zealand.

"Today is a sad day for New Zealand, the NZDF and in particular our Navy," he said. "The loss of a ship hits deep into the heart of any proud Navy, its sailors, and it is no different for us."

On 10 October the details of the Court of Enquiry (COI) into the sinking were announced.

Commodore Melissa Ross was appointed as the President of the COI, with panel members Captain Andrew Mahoney, Group Captain John McWilliam, from the Royal New Zealand Air Force and Captain Dean Battilana, who has been seconded from the Royal Australian Navy.

COIs are set up to establish the facts of an incident and any circumstances leading to it to allow the NZDF to identify possible improvements or changes for the future.

HMNZS MANAWANUI was formally a Norwegian survey vessel, the MV EDDA FONN, built in 2003. In August 2018 the Minister of Defence announced its purchase for the Royal New Zealand Navy. The ship was refitted in Europe and sailed to New Zealand. It was commissioned into the fleet on 6 June 2019.



GUNNERY WEEK

HMNZS TE KAHA CONTINUES HER BUILD UP TOWARDS NEXT YEAR'S OVERSEAS DEPLOYMENT, INCLUDING A GUNNERY WEEK NEAR GREAT BARRIER ISLAND LAST MONTH.

Photos: LAC Andy Jenkins

A large, white, cylindrical five-inch main gun is mounted on the deck of a ship. The gun barrel extends from the left side of the frame towards the center. The gun is surrounded by a blue metal railing. The ship's deck is visible, with various pieces of equipment and a white circular hatch cover. The background shows a vast blue ocean under a cloudy sky. In the distance, a range of low mountains or hills is visible on the horizon.

**FIVE-INCH
MAIN GUN**

GUNNERY WEEK



**THE WEEK SAW
THE FIRING
OF THE FIVE-
INCH MAIN GUN,
THE CLOSE
IN WEAPONS
SYSTEM (CIWS)
AND 0.5 CALIBRE
MACHINE GUNS.**





“

Over the years our frigates have been deployed to help to disrupt smuggling of narcotics, people and weaponry – as well as preventing piracy and attacks on merchant shipping.”

– Commander Fiona Jameson



CLOSE IN WEAPON SYSTEM (CIWS)

“

A warship's primary mission is to undertake maritime patrols and surveillance operations to protect trade routes and sea lines of communication.”

– Commander Fiona Jameson

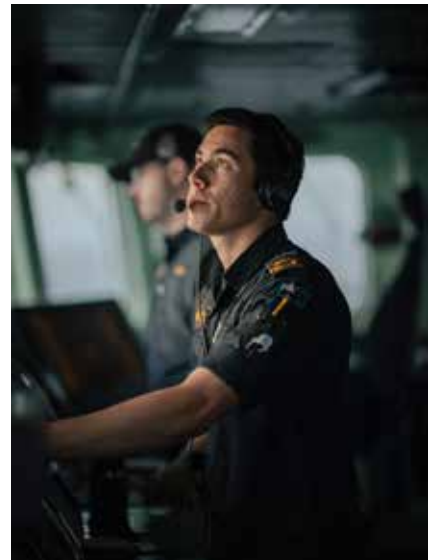


GUNNERY WEEK



It's important work, and that means this work-up period is so important so every one of our crew knows their role inside out."

- Commander Fiona Jameson



ŌTAKI WOMAN EXPANDS HER HORIZONS



Otaki-born sailor Sean Byers-Cook joined the Royal New Zealand Navy to expand her horizons. The last two years have certainly summed that up.

Leading Combat Systems Specialist Byers-Cook is serving in frigate HMNZS TE KAHA, which is undergoing an intensive training schedule in preparation for overseas deployment next year.

After finishing school LCSS Byers-Cook worked in civil construction and volunteered for Hato Hone St John ambulance service.

“I was really motivated to expand my horizons and try something new,” she says. “It led me to the Navy recruitment website. I was initially going to leverage my volunteering experience and become a medic, but my eye was drawn to the Combat Systems Specialist trade.” She joined the Navy in 2017.

Combat Systems Specialists operate military radars and sonars to understand what ships, aircrafts and submarines are in the vicinity of a warship, whether friendly or a threat. They are trained to use remotely controlled weapon systems to defend the ship, and act as a communications link between maritime helicopters and ‘home plate’ (the ship).

She has several overseas deployments under her belt. She recently returned from Exercise Rim of the Pacific, the world’s largest maritime exercise, in Hawaii. As a battle watch captain, she worked in a Headquarters staffed

around the clock, helping coordinating the logistics for the ‘tanker task force’, tracking fuel, analytics and fielding requests from ships at sea.

She says a career highlight was a South East Asian deployment in frigate HMNZS TE MANA in 2023, particularly a port visit to Ho Chi Minh City, Vietnam.

“What I enjoy most about the Navy is interacting with people from different backgrounds, areas and demographics. I like to discuss new ideas and hear different perspectives.”

The culture and hospitality of Vietnam impressed her.

“There was this wonderful reaction to our ship’s Multi Cultural performance, which was televised. I remember later seeing some locals imitating of the actions we’d done.”

All sailors like time off to explore. In Hawaii she swam beaches and went on numerous hikes around the island.

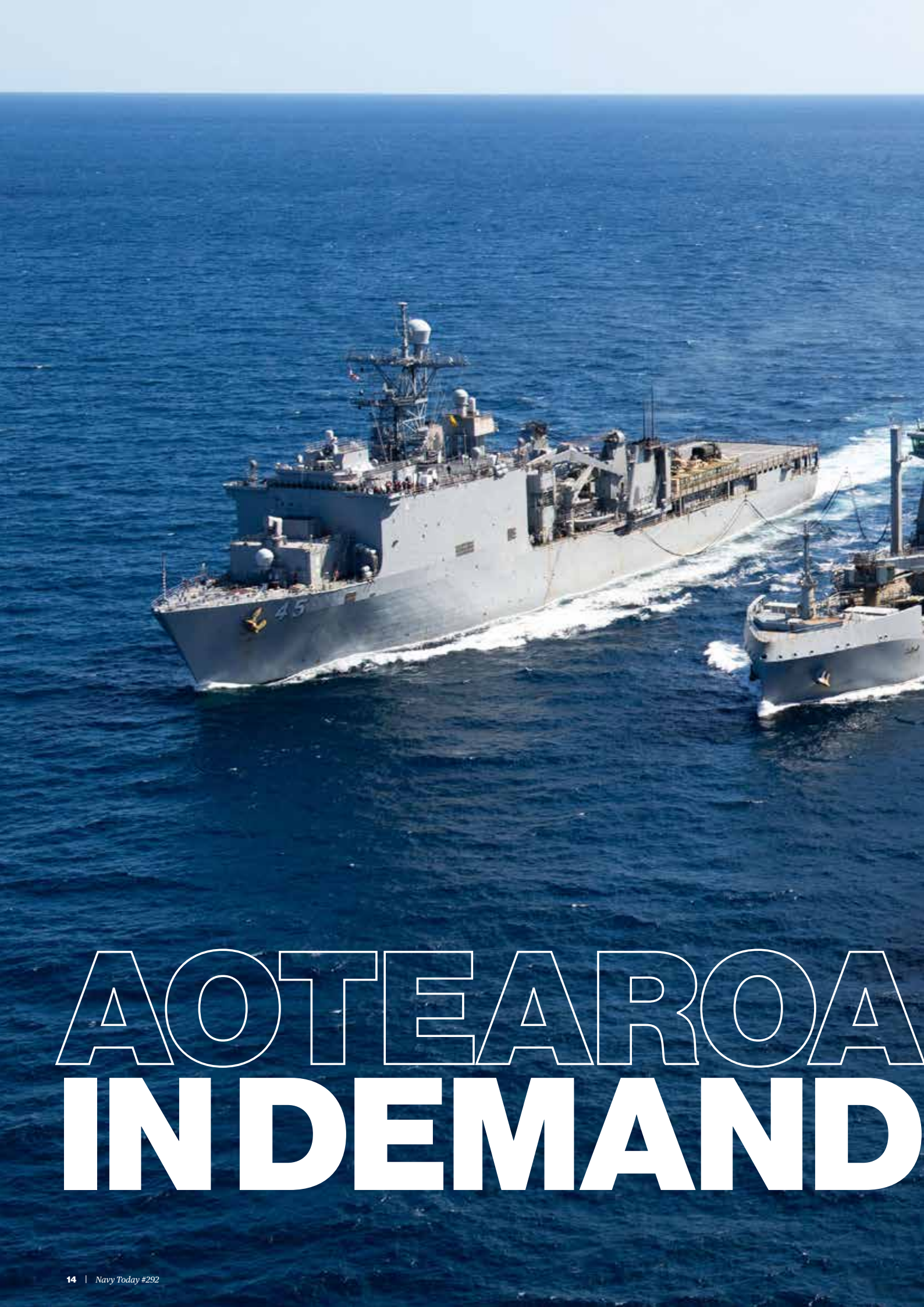
“The tropical climates I’ve been to have been a big change from a deployment in Canada during the Covid-19 lockdowns in the middle of winter!”

On her return LCSS Byers-Cook assisted HMNZS CANTERBURY for two weeks with helicopter exercises, before joining TE KAHA.

Despite all the travel, she still misses Ōtaki.

“I go back whenever I can, usually at least twice a year, I still have family still there and call it home”.

Above: LCSS Sean Byers-Cook, pictured aboard HMNZS AOTEAROA in Hawaii.



AOTEAROA IN DEMAND



HMNZS AOTEAROA conducts a dual replenishment with USS BOXER, an amphibious assault ship, and USS COMSTOCK, an amphibious dock landing ship.

AOTEAROA IN DEMAND ACROSS DIVERSE NATIONS



*(Front-Back) HMAS SYDNEY,
HMNZS AOTEAROA, German Navy
ships FGS FRANKFURT AM MAIN
and FGS BADEN-WÜRTTEMBERG
sail in formation.*

Photo: LSA Jarrod Hall, RAN



IN SEPTEMBER HMNZS AOTEAROA CONCLUDED ITS OPERATION WHO TASKING, WHICH INVOLVED CONTRIBUTING TO THE MONITORING OF UNITED NATIONS SECURITY COUNCIL RESOLUTIONS IMPOSING SANCTIONS AGAINST NORTH KOREA.

And it was during that mission and afterwards that numerous nations took advantage of having a friendly Maritime Sustainment vessel in North East Asia waters.

Departing Busan early in the month, HMNZS AOTEAROA conducted a Passage Exercise (PASSEX) with Republic Of Korea Ship (ROKS) CHOE YEONG in the Tsushima Strait.

PASSEXs are a mutual opportunity for Officer of the Watch manoeuvres, practising ship handling and close manoeuvring. CHOE YEONG could practise Replenishment at Sea Approaches, approaching AOTEAROA and running parallel to the ship, as if preparing for refuelling.

AOTEAROA joined Japanese ship JS SENDI for tactical communications and manoeuvres, including approaches and a 'dry' Replenishment at Sea hookup. AOTEAROA's crew enjoyed a shore break in Sasebo Japan, including reciprocal tours between AOTEAROA and JS HAMANA, one of the Japanese Maritime Self-Defense Force's replenishment ships.

Refuelling got very real with a dual replenishment at sea later in the month, with returning customer USS BOXER, an amphibious assault ship, and USS COMSTOCK, an amphibious dock landing ship. Both American ships were participating in the United States Exercise SsangYong 24 near the Korean Peninsula.

Continuing in the Yellow Sea, AOTEAROA joined up with HMAS SYDNEY and German Navy ships BADEN-WÜRTTEMBERG and FRANKFURT AM MAIN to conduct a combined patrol.

As well as Officer of the Watch manoeuvres, AOTEAROA refuelled BADEN-WÜRTTEMBERG – their first replenishment of a German ship – and SYDNEY to demonstrate logistical interoperability between three different nations.

Above: HMAS SYDNEY sails past HMNZS AOTEAROA during a formation Foxtrot manoeuvre.





Far top left: Managing the refuelling from the Replenishment Control Room, AOTEAROA.

Far top right: German ship BADEN-WÜRTTEMBERG approaches for a Replenishment at Sea. In the background a German Super Lynx and Australian MH-60R helicopters can just be seen.

From left: Gunner's Mate 3rd Class Jaalill Thorne fires a shot line to AOTEAROA from BOXER during a Replenishment At Sea.

AOTEAROA bridge staff measure the distance during close manoeuvring.

SYDNEY's MH-60R being marshalled by the Flight Deck Officer in AOTEAROA.

The ships' helicopters got their moment, with AOTEAROA's Seasprite SH-2G(I), with a German Super Lynx and Australian MH-60R airborne during the manoeuvres and replenishment. The MH 60R conducted a cross deck landing and Rotors Running Refuel onboard AOTEAROA.

The ships also conducted officer-of-the-watch manoeuvres including a 'formation Foxtrot'.

During this manoeuvre, the task group ships reverse their order in a column. Starting from the back, each ship pulls out to port (left) or starboard (right) as directed and speeds up to pass the lead ship.

Throughout the period, the ships were within visual range of no less than six Chinese warships, who also flew helicopters in the vicinity.

WHANGAREI SAILOR ON DEPLOYMENT TO SOUTH EAST ASIA



Former Bream Bay College Head Boy Cameron Wright says no two days are the same in the Royal New Zealand Navy.

Able Communications Warfare Specialist Wright is 22 and serving on board tanker HMNZS AOTEAROA. He is from Ruakākā, south of Whangārei, and joined the Navy in 2021.

“I’ve had family that have served the military in the past, and I liked the idea of being paid to travel.”

In posting to AOTEAROA, ACWS Wright has recently been to Exercise Rim of the Pacific 24, the world’s largest maritime exercise, based in Hawaii. From there the ship is undertaking a South East Asia deployment, including port visits to Japan and Korea.

As a Communications Warfare Specialist, his job is to provide secure, reliable and effective communications using radio, satellite, visual and Information Technology (IT).

“When we are in company with other ships my role turns into being a Watchkeeper. This means I work different hours throughout the day and night.

“If we are in company we can be expected to be closed up on tactical voice sending signals to other ships. We could be conducting flashing light serials or flag manoeuvres.

“I am also a part of the ship’s Standing Sea Emergency Party team, to respond if there is an emergency on board.”

This deployment has definitely been the highlight of his Navy career so far.

“Something I am particularly proud of in being the opportunity to lead my department through a dual refuelling at sea that involved two American destroyers.

“What I like about this job is that no matter what tough moments I have on board, I can always count on my shipmates to cheer me up. It’s the personnel I get to work with on a daily basis and the chance to interact with other nations.”

This included AOTEAROA spending time at sea with Canadian frigate HMCS VANCOUVER between Hawaii and Japan, with selected personnel from both ships swapping over for 24 hours to experience life in a different ship.

His advice to someone thinking about the Navy is to consider all the possibilities offered.

“If you want to do something different with your life and travel the NZDF has so many options to cater for everyone’s interests.”

NEW WARRANT OFFICER OF THE NAVY



Warrant Officer Communications Warfare Specialist Darren Crosby says he is both humbled and proud to take up the role of Warrant Officer of the Navy (WON).

He becomes the 10th Warrant Officer of the Navy, taking over from Warrant Officer Diver Lance Graham on 4 October 2024.

The WON is principally an advisor to the Chief of Navy, elevating any matters affecting the people, command, leadership and management of the Regular and Reserve Forces.

The WON plays a crucial role in upholding the Navy's core values, addressing the needs of all sailors while contributing significantly to the ongoing enhancement of the RNZN and NZDF.

WOCWS Crosby, Ngāti Porou, is from Tokomaru Bay, East Cape and attended Gisborne Boys' High School. He joined the Navy on his 19th birthday, 1 June 1988, as a Radio Operator.

"I had wanted to join the Navy since I was at intermediate school after I visited frigate HMNZS WELLINGTON during an open day in Gisborne. After finishing at Gisborne Boys' High School I went to the Gisborne Recruiting Office and started my application." His recruiter was Warrant Officer Reece Golding, the father of current Chief of Navy, Rear Admiral Garin Golding.

From his first posting, HMNZS SOUTHLAND, WO Crosby has gone on to serve in frigates HMNZS TE MANA, TE KAHA, CANTERBURY and WELLINGTON. He was promoted to Warrant Officer in 2007 and has held WO positions as the base Whole Ships Coordinator, Career Manager for the Operations Trades, WO Leadership Development and the Command Warrant Officer to the Deputy Chief of Navy.

He recently completed a secondment to the US Navy Pacific Fleet Command Headquarters in Hawaii, and was most recently Exercise Planner in HQJFNZ.

He describes his best experiences as two consecutive Multinational Interception Force deployments to the Arabian Gulf, enforcing a United Nations embargo on Iraq in HMNZS WELLINGTON in 1995, then HMNZS CANTERBURY in 1996. It was first time the RNZN had operated in the area.

WO Crosby is a graduate of the Singapore Armed Forces Joint WO Advanced Leadership Course, Australian Defence Force Joint WO Course and the NZDF Joint WO Advanced Course.

"As your 10th Warrant Officer of the Navy I must acknowledge the kaitiaki and mahi of our previous WON's – ka pai te mahi!

"It is my honour to serve alongside each of you representing and advocating your interests and your families to ensure our Navy remains effective, adaptable and fighting fit for today's challenges tomorrow."

He says his key efforts will be three-fold.

"He Tangata – our people, whanau and community having the right attitude with a 'Can If' (instead of 'Can't Because') approach towards everything we do as part of an integrated Defence Force.

"Whakauru – Internal and External Integration. I'm looking at Te Taua Moana Warrior of the Sea identity and culture, our purpose as an integrated and cohesive Navy operating in an integrated joint combat force.

"Mahi – Performance. Our strategic pathway with people and whānau/families at the forefront. We need our people to embrace the challenging environment we are in. I'll be looking at innovation, opportunities, working smarter. How we train to fight, our language, terminology and our mindset from recruitment to retirement and beyond.

"As we look to the future, it is essential to reflect where we came from – the sacrifices, the successes, and the dedication that have brought us to this this point. Our history is not just a record of the past; it is the foundation upon which we build our future. We must be prepared to evolve, to strengthen and harden, and to lead in new and innovative ways of doing business."



Photos: PO Chris Weissenborn

FIRST FEMALE DIVERS JOIN THE ROYAL NEW ZEALAND NAVY CLEARANCE DIVING TRADE



For the first time, two female divers have graduated into the Royal New Zealand Navy Clearance Diving trade.

Lieutenant Bethany Ward and Able Diver Petra Dye-Hutchinson were among ten personnel to complete the five month course in July, which provides training in military diving equipment and techniques, minecountermeasures, underwater maintenance and battle damage repair, demolitions, maritime explosive ordnance disposal and high assurance search techniques.

“A number of females have completed the Defence Divers Course over the years but for a variety of reasons none have ever taken the next step to becoming full-time clearance divers. The significance of LT Ward and ADR Dye-Hutchinson’s achievements is considerable, but it’s now Business As Usual for these two divers, as they undertake consolidation training and deploy on operations with their shipmates at HMNZS MATATAUA,” says Commander Trevor Leslie, Commanding Officer HMNZS MATATAUA.

ADR Dye-Hutchinson joined the New Zealand Army in 2015 and became an emergency responder, posted to Burnham, Waiouru and Linton Military camps, but after starting the Defence divers course the Aucklanders ‘took the leap’ to join the Navy.

“My Firemaster at the time had given me information about the ships dive course. Years passed and then there was an opportunity for me to go on the course. I’d never done a dive before, but by half way through the course, I was just loving it,” she says.

Originally from Plymouth, UK, LT Ward already had a taste of Navy life having served in the Royal Navy, and then completing an exchange with RNZN as a Watchkeeper in HMNZS CANTERBURY.

“I really enjoyed the experience here, so joined last year. My Navy base in the UK was in Devonport and now I’m in Devonport Naval Base in Auckland.

“I wanted to be a diver in the Navy since I was 16. I saw the divers training in the UK and asked, are girls allowed to do that? They were like yep, we have female divers,” she says.

Both divers say the trade has many challenges, especially when working in a marine environment.

“We have long days and are put in uncomfortable situations. A lot of the time we don’t know what’s coming next, especially dealing with tide and weather changes. You really have to go with the elements. But I love how versatile the trade is. I like the fact it’s a community of people working to really high professional standards, the variety of day-to-day work and that it’s a challenge physically,” says LT Ward.

ADR Dye-Hutchinson says even though there are challenges, the rewards are many.

“The best thing about learning something that’s hard, is you feel like a child in that moment, then all of a sudden something clicks and you get it right. Especially underwater, it’s the moment in the team when it all comes together and you solve the problem. Then things that were really difficult become second nature,” she says.





WHAT IS THE DEFENCE DIVE COURSE?

The Ordinary Diver/Defence Dive Course (ODR/DDC) is both physically and mentally challenging, a five week course run by the RNZN Dive Training School, Devonport Naval Base.

The ODR/DDC is open to NZDF personnel, Mutual Assistance Programme trainees and selected individuals from other Government Agencies and qualifies candidates in Occupational Diving to 30 metres on SCUBA, in accordance with the Australian Diving Accreditation Scheme (ADAS) with the required additional military diving specific skills.

Candidates are assessed on a range of practical scenarios including act as a diver tender, act as a standby diver, assist in the preparation of a work plan, emergency scenarios, equipment pre and post set-up, hand tools, act as member of surface team, perform a dive, perform a search and perform underwater engineering tasks.

LCPL Petra Dye-Hutchinson successfully completed the ODR/DDC in 2021.

OUR PEOPLE

1. Sailor of the Year LWTR Joanna Mafi, Chief of Navy RADM Garin Golding and outgoing Warrant Officer of the Navy WODR Lance Graham, at the Chief of Navy's Assignment of Command ceremony.
2. Chief of Defence Force AM Tony Davies inspects sailors in his first official visit to Devonport Naval Base.
3. LTCDR Ian Marshall receives the NZ Armed Forces Award from RADM Garin Golding, Chief of Navy.
4. From left, AWTR Ivan Bibikov, LCSS Hailey Gibbons and Gemma Devenport, Packaging Products, help with RSA Christmas Parcel packing at Trentham Military Camp.
5. LT Matt Barnett, Operations Officer HMNZS TE KAHA during Gunnery Week.
6. POWT Jesse Makiha inspects the Close In Weapons System on board HMNZS TE KAHA.
7. AMT(L) Reuben Campbell, HMNZS MANAWANUI, receives his first Good Conduct Badge from CO MANAWANUI, CDR Yvonne Gray.
8. Members of Achilles Division, BCT 24/02, on the parade ground at Devonport Naval Base.
9. SLT Grace Lin receives the NZ Defence Service Medal from RADM Garin Golding, Chief of Navy.
10. JOCT 24/02 intake enjoy their sea ride in HMNZS CANTERBURY.
11. From left, HMNZS MANAWANUI's ALSS Teresa Clair and POLSS Anita Berry (with ALSS Ria-Hiraani Mahutoto) receive their first and second Good Conduct Badges respectively.
12. AMT(L) Brodie Williamson, HMNZS MANAWANUI, is promoted to Able Rate.





MINE WARFARE INTEROPERABILITY WITH HMNZS MATATAUA AND US NAVY



A Far North harbour dotted with 'mines' kept a multi-national contingent of Navy Divers and Hydrographers busy last month.

Exercise Nautilus, running for two weeks between August and September, saw HMNZS MATATAUA's Mine Countermeasures Capability element and the US Navy's Explosive Ordnance Disposal Mobile Unit One (USN EODMU1) coming together to undertake Mine Counter Measures at Tauranga Bay, north of the Bay of Islands.

While the majority of personnel and equipment travelled by road, the exercise was able to test MATATAUA's 'over-the-horizon' insertion capability. Two of MATATAUA's long-range high speed Littoral Manoeuvre Craft powered up the coastline from Auckland, arriving in Tauranga Bay in less than five hours.

The 13-metre craft, three in total, are designed to travel long distances to littoral (coastal) zones and deploy MATATAUA capabilities to deliver a mine warfare effect.

The contingent of around 60 persons, including chefs, engineers and communicators, set up base at a local camping ground.

Chief Petty Officer Hydrographic Survey Technician Ryan Hulse, Autonomous Underwater Vehicle (AUV) mission planner, says Tauranga Bay is an ideal location for an exercise.

"There's lots of different environments. There's multiple littoral beach zones, a harbour for sheltered operations, deeper water close by, and because we brought the LMCs up, a marina around the corner."

Photos: PO Chris Weissenborn





Dummy mine-like objects were placed in a variety of locations.

The job of locating them starts with hydrographers, who deploy Autonomous Underwater Vehicles to scan the sea floor, using side-scan sonar to identify objects of interest. The results can be displayed back at camp, where an AUV Operator studies the suggestive shape of a sonar 'contact of interest' on the computer screen.

That information and location is passed to the divers. The divers then investigate each contact, confirm what it is, and 'dispose' of the mine.

"Visibility underwater was mixed for the divers, but they have their hand-held Diver Underwater Search Systems (DUSS) to help them locate the contacts of interest."

The exercise was MATATAUA's biggest domestic exercise this year, and MATATAUA hosting the US Navy was a good opportunity to further develop interoperability and interchangeability between USN EODMU1 and MATATAUA, he says.

"It was also an opportunity to innovate and discuss initiatives to improve all of our Mine Warfare processes and procedures.

"They were very appreciative for the opportunity to come to New Zealand to work alongside us, rather than bumping into each other at overseas exercises. It allowed us to work closely alongside one another and get more involved in all aspects.

"Overall this was a fantastic opportunity for MATATAUA to further cement our global reputation as a highly professional and agile Mine Warfare Force.

He says there was some local curiosity at the camp ground, and sometimes there would be a line of deck chairs on the beach as campers watched what was happening. "People were really interested in what we do."

What he likes about MATATAUA is that it's a very busy unit that focusses on the delivery of defence outputs every day, but it's always a fun place to work and every day is different.





Overall this was a fantastic opportunity for MATATAUA to further cement our global reputation as a highly professional and agile Mine Warfare Force.”

- CPOHST Ryan Hulse



No. 6 Squadron multitasks during Exercise Bluebird

Mountain flying might seem an odd activity for a maritime pilot and crew, but it's a vital skill for helicopter aircrew in No. 6 Squadron.

In August, positioned in the RNZAF Dip Flat training camp in the Wairau Valley, Marlborough, flight crews in two Seasprite SH2-G(I) helicopters honed the techniques and skills needed to fly in and around Marlborough's mountain ranges.

Exercise Bluebird is an annual exercise, designed to introduce new aircrew to a mountainous environment, and keep experienced aircrew current.

The Air Force conducts Exercise Blackbird, a similar exercise using NH90s, in the same location.

Mountains create unpredictable flying conditions. Thinner, colder air affects a helicopter's power and performance. Pilots are likely to encounter unexpected wind directions depending on whether they're near a valley, bowl, pinnacle or ridge.

The skills are necessary because maritime aircrew will encounter dramatic terrain in their careers, including missions to the sub-Antarctic islands, Kermadec Islands and volcanic Pacific Islands.

Tasking Officer Sub Lieutenant Angus Graves says two observers and one loadmaster got their first qualifications, while 12 other personnel regained currency.

EX BLUEBIRD

“The first week was amazing. When we arrived, there had just been this big dump of snow and was super-cold. But the first days were stunning, really clear. We got both helicopters up and achieved a huge amount. The following week the weather wasn’t great.”

While in the neighbourhood, the squadron assisted Ministry for Primary Industries in a fisheries tasking in the Marlborough Sounds and Tasman Bay.

“Flexibility is the key to air power,” says SLT Graves. “We asked MPI if there were any taskings we could do. We put a helicopter on patrol around D’Urville Island and Tasman Bay, with a focus on amateur charter vessel operators. When those boats go out, there’s various things they say they’ll do, and we’re checking to see if that’s what they were doing.”

According to MPI, amateur charter vessel operators are paid for providing a vessel and guide services for recreational fishers. They are required to register with Fisheries New Zealand and must report what is caught on their fishing trips.

Steve Ham, Director of Fisheries Compliance at MPI, says the collaboration is invaluable.

“From time to time Fisheries New Zealand will utilise the air or sea assets of the New Zealand Defence Force for fisheries compliance patrols. We view this joint agency approach as essential to ensuring rules and regulations are being followed, and we appreciate the cooperation we enjoy with NZDF in keeping our shared fisheries sustainable.”

The Squadron was due to do school visits in Nelson, but the weather became too difficult.

“Overall we flew about 56 hours across the two weeks, so we got a good amount in and did everything we wanted to achieve, except the school visits.” SLT Graves, who is from Nelson, had been hoping they’d get to one of the schools, as his father worked there.

“Exercise Bluebird is definitely a highlight for us. A lot of work goes into it, moving the Squadron down to RINZAF Base Woodbourne, but it’s good living together and the Base mess hosts us. It’s great for team building, and you get to see a lot of beautiful mountains.”



Reserve trainees gain sea legs

■ By OMTO Isabella Kennedy,
HMNZS TOROA

I was recently among a group of Reserve Force trainees who travelled from Lyttelton to Wellington aboard HMNZS CANTERBURY.

Our sea ride was an amazing experience, where we were able to learn a lot about the RNZN and how their vessels work. One of the best duties was to participate in watches on the bridge with the recently graduated junior officers doing their initial sea time. They were able to teach us a lot about what they have been learning in their new roles, which included checking environmental, doing contact reports, and watching out for the overall well-being of the ship at sea.

It was brilliant times be on watch during a training exercise navigating through the Marlborough Sounds. It was incredibly interesting to hear all that goes into navigating through such a tight space with other ships present, while also seeing incredible views.

We worked with the Seamanship Combat Specialists (SCS) when they happened to be doing an evolution for Replenishment at Sea, which was very interesting to watch and hear about the steps needed to carry out. Afterwards, they even had us organising their ropes for them! While not being able to go on the RHIBs due to poor weather conditions, we were able to go on the Landing Craft (LCM) with the SCS and the Ship's Amphibious Load Team (SALT). It was a weird feeling leaving our ship in the middle of the ocean,



but it was great to see how the Army could transport their vehicles efficiently. We even managed to watch them crane the LCMs back up on board to the top deck, which looked like it should be an impossible feat.

We got a chance to dive into different departments every day to get a taste of what they do. This was typically just shadowing them as they did their jobs. However, with the weapons engineering department, we got a more hands-on perspective. They were happy to take apart a variety of the ship's defence mechanisms from light arms (guns) to the 25mm turret to show us how they work. What really struck me was the crew's genuine passion for their jobs aboard CANTERBURY.

Another favourite part was getting to learn and improve on the Navy Haka with the junior officers. It was awesome to see the improvement we made over a couple of days, and it will be awesome to get to do it at our graduation in April.

Overall, it was a brilliant sea ride in which we learnt much and are very grateful to have experiences such as these.



Seasprite participates in large scale rescue exercise in Auckland Harbour

Number 6 Squadron played their part in Auckland's largest search and rescue exercises in recent years last month.

Hundreds of people participated in the large-scale multi-agency search and rescue exercise on Auckland Harbour, after a Fullers ferry suffered a simulated engine fire and sank while crossing the harbour.

The Navy joined in with New Zealand Police, Coastguard, Hato Hone St John, Fire and Emergency New Zealand, Auckland Westpac Rescue Helicopter, Auckland Harbourmaster, Surf Lifesaving, Fullers360 and Ports of Auckland.

The scenario saw passengers leaving the stricken ferry in liferafts or simply jumping into the water wearing lifejackets. Faced with around 30 people in the water, a Navy Seasprite SH2-G(I) helicopter was tasked with winching 'survivors' from the water.

Sub Lieutenant Angus Graves, Tasking Officer, says they put six Navy personnel among those in the water, and the Seasprite were tasked with winching them up, two at a time.

"We delivered them to the safety of Captain Cook wharf, where Hato Hone St John and FENZ were waiting to simulate treatment."

He says it's the first time the NZDF has participated in the exercise and working with so many agencies had its challenges.

"We don't usually winch people out of the water," he says. "The main training benefit is learning how to work as one inter-agency operation. We should get some really good outcomes out of this."

No. 6 Squadron Observer, Sub Lieutenant Waikie Wang, managed communications from the Seasprite helicopter and says establishing communications channels was the biggest challenge for the crew.

"There were so many different assets, with two radios on four different channels, constant switching and keeping a keen ear out was key. The Police Incident Management Team were giving direction and deconflicting. At times we were alongside the Westpac Rescue helicopter and between us all, it went really smoothly.

"The exercise has huge value in terms of our interoperability with other agencies. Hopefully we won't be presented with a real-life event like this, but we know we would be ready to respond," he says.



NAVY DELIVERS RHIBS TO CADETS

■ By SLT Phil Barclay

Three South Island Navy Cadet units became the proud recipients of three refurbished ex-Navy 4.3m Naiad rigid-hull inflatable boats (RHIB) in August.

HMNZS CANTERBURY delivered the boats destined for Navy Cadet units based in Nelson, Timaru and Dunedin during a five-day Lyttelton port visit.

HMNZS CANTERBURY's Commanding Officer, Commander Bronwyn Heslop, had the honour of presenting the RHIBs to the three Navy Cadet Unit Support Committee representatives on the wharf after they were offloaded through the ship's side ramp.

Speaking on behalf of the Chief of Navy, CDR Heslop said the boats had been refurbished with the assistance of Naiad NZ Ltd. The Navy has contracted a specialist to inspect all Navy Cadet boats throughout the country this financial year, and the three Naiads would be included in this independent inspection to complete the handover process. Ongoing maintenance would then become the responsibility of individual Unit Support Committees.

Some of CANTERBURY's current officers and crew had begun their journey to the Navy through Navy Cadets, and the relationship was an important one, CDR Heslop said.



"With good equipment we can deliver good things, and we can see the pathway of what we are trying to achieve. Young people training in these boats can grow their skills and potentially join the RNZN, but there is a whole lot more on offer than boat handling skills. The confidence young people can gain from water-based activities can translate into a lot of other things as well," she said.

Naiad, now owned and managed by ex-servicemen from the RNZN and RAN, was pleased to see the boats refurbished and given a new lease on life, Naiad NZ Ltd Sales and Build Supervisor Jeremy Askin said.

"The refurbished Naiads were originally customised for the Cadets to be a wider 4.3m model that allowed for more deck space either side of the console, a requirement of the boats at the time.

"Even though the craft are all 17 to 20 years old, testament to the quality of build, Naiad looks forward to seeing the Cadets get another 15 years at least from them," he said.

The refurbishment included installing new heavy grade polyurethane collars – a vital part of boat performance providing stability, shock absorption and enhanced seakeeping. It also involved stripping, sanding and acid-washing the hulls to renew the aluminium.

Regional Naval Officer Canterbury, Commander Clive Holmes, acknowledged the tireless support of the Strategy and Portfolio Management teams in Naval Staff in getting the RHIBs refurbished and delivered on board CANTERBURY.



HYDROGEN FUEL IN NAVY'S FUTURE

A marine engineer officer is exploring the possibilities of hydrogen power generation as a future means of ship propulsion.

Lieutenant Isaac Wade has published *Applications of Hydrogen Technology to the NZDF and RNZN* in the RNZN Professional Journal of New Zealand, which explores potential uses for hydrogen technology in Defence.

He was recently assisted in a Defence Science and Technology collaboration with Hyundai NZ, showcasing a Hyundai portable power generation system with an Electrical Vehicle charging capability. The system consists of two fuel cells capable of producing 160 kilowatts of power, and is ideal for remote applications. Such a system could be a viable alternative to the diesel generators currently in use.

“What excites me about hydrogen technology is, firstly, it’s sustainable. It could make New Zealand more resilient in terms of fuel infrastructure, and give us some fuel independence.”

A portable generation system has remote applications, especially in Humanitarian and Disaster Relief situations.



“Such a device could form a part of a deployable sustainable system for supporting relief efforts. A hydrogen electrolyser powered by portable renewable energy systems such as wind and solar could produce hydrogen.

“This system could be converted to a permanent installation to provide additional resilience to the local community. This reduces emissions and decreases some of the logistics with respect to fuel supply in remote areas.”

For the Navy, he sees multiple avenues.

“We could look at a dual fuel system on ships, with hydrogen and diesel, or we could have only fuel cells, where we generate hydrogen ashore using water and electrolysis. Hydrogen goes in one end, oxygen from the air in another, producing water and power.

“A future surface combatant, could be a pure hydrogen fuel cell ship. The earliest opportunity for such technology would be the replacement for HMNZS AOTEAROA.”

It’s not new technology; other navies have utilised hydrogen fuel technology since the 1990s, he says. There are some hydrogen fueled vehicles in New Zealand, mainly in the heavy transport sector, as well as buses.

LT Wade, who joined the Navy in 2021, did his honours dissertation at The University of Waikato on renewable energy technologies.

“New Zealand used to be a world leader in hydrogen technology, but we’ve fallen behind. There are great opportunities that exist with the technology, and I believe it will get to the point where it will be the norm.”

Above: LT Isaac Wade and Hyundai Hydrogen Support Engineer Balin Mitchell, beside a Hyundai hydrogen generator.

STRENGTH IN NUMBERS FOR PTIS



Physical Training Instructors are seen as inventive morale-boosters, even if a bit of sweat is involved.

So it was hardly surprising that Devonport Naval Base's PTIs got imaginative when they requested a staff photo.

They wanted to pay homage to the staged images of the fifties and sixties, where PTIs demonstrated improbable feats that blended acrobatics and gymnastics.

Leading Physical Training Instructor Hayden Rogers, based at the Fleet Fitness Training Centre, says there is still that aspect of gymnastics with PTIs, but times have changed. Mobility and strength are key factors.

And it's not all Navy at the Fleet Gym; the Instructor in the photo wearing Multi-Terrain Pattern pants is NZ Army, posted to the gym.

"That, and the red shirts, show that we are a tri-service trade. We're all the same, apart from the different insignia. The red is also handy because it means instructors don't blend in with the trainees."

In the photo, the PTIs are holding crossed Indian clubs. It's the trade symbol of Navy PTIs, who are known as 'club swingers' due to the legacy of a Navy exercise technique.

Originating in colonial India, Indian Club Swinging is a form of rhythmic and circular weight training while gripping two clubs. It was adopted by militaries, including the Royal Navy, as an upper body exercise. It became a fitness fad worldwide in the early 19th century.

"The clubs shown are gifts from PTI and they are more for show, but they have a great backstory. When the Royal Navy adopted it as part of their training regimen, the Royal New Zealand Navy naturally copied it. If you come into the Fleet Gym, just on the right at the entrance there's a good write-up about it."

The photo was tremendous fun, he says.

"There's not many times we can all get together, especially when there's a lot going on and we're everywhere. I currently look after facilitating inter-unit sports and assist in the running of inter-services sport. We've even got an E-Sport competition going on next month."



Historic photo: An image from the sixties, showing the formidable gymnastic displays of Physical Training Instructors.

Photo: Museum of the Royal New Zealand Navy / GN 60 02362 01



Photos: LAC Jalesa Nomani



NEW NAVY RHIB CONTRACT

PROMOTIONS:

Congratulations on your promotion

Updated to 16 September 2024

- LTCDR Calvin ANDERSEN
- A/LCH Janelle BARNHILL
- LCT Milla BROWN
- LWT Jacob BUNN
- LMT(P) Mark CAGAOAN
- AMT(L) Julian COCKBURN
- LNP Leon COOPER
- LTCDR James DICKSON
- A/LT Alex DOOLEY
- LTCDR Thomas DUNCAN
- LTCDR Richard EASTON
- LT Jonathan FRANKLIN
- RADM Garin GOLDING
- A/LWTR Shannon GOLDSWORTHY
- AMT(P) Jose' GOMES
- AMT(P) Aidan HALL
- POET Grayson HARDCASTLE
- LTCDR Harry JENNINGS
- LTCDR Richard JIANG
- LTCDR Michael LINEHAN
- ACWS Arwen MALUA
- LTCDR Samara MANKELOW
- AHSO James MARSH
- AMT(L) Brooke MATTHEWS
- A/LT Chrissy MONTGOMERY
- LCT Joey NORRIS
- AHSO Cameron NORTON
- CPOCWS Karen OWENS
- LET Nate PANIRAU
- POSCS Dan PEIHOPA
- LLSS Hayley REEDY
- ACWS Breana SCHMID
- WOMUS Craig SIMPSON
- LCH Caroline SIO
- LTCDR Josh STEPHENS
- POWT Hamish THOMSON
- LCT Cody WATERREUS-WHAREPAPA
- RADM Mathew WILLIAMS
- LT Shannon WILLIAMS

Hobart-based Sentinel Boats, who constructed the RNZN's three Littoral Manoeuvre Craft (LMC), has been awarded a contract to replace the Royal New Zealand Navy's (RNZN) fleet of Naval Sea Boats with Sentinel 780R Rigid-Hulled Inflatable Boats (RHIB).



The fact that Sentinel Boats has been selected over much larger multi-national defence manufacturers is testament to the hard work and pride of the Sentinel team, our partners including one2three naval architects, and the indisputable performance of our boats."

– Sentinel Boats CEO, George McGuire

The contract is for the construction of 17 RHIBs plus an option for three additional boats. The first boat will be delivered in late 2025 and the full order of 17 (+3) boats completed in 2027.

The hulls will be built at Sentinel's Hobart facilities, before being shipped to New Zealand for their final fit out and commissioning by Hamilton Jet, ENL Marine Electronics, Mainsail Electronics, Hosking Trailers and Shark Seats. The contract will also allow for investigations to be undertaken on the viability of an electrically-powered version that could be used for training purposes.

The 7.8m sea boats will be built from High Density Polyethylene (HDPE) and be powered by an inboard diesel with Hamilton Jet propulsion. The RNZN's three LMCs are made of the same material and use the same propulsion scheme.

15 ROUNDS

LIEUTENANT COMMANDER CHLOE HANSEN



- 01 Job Title and description:**
Executive Officer HMNZS MATATAUA
Executive Officer essentially means second in charge. MATATAUA means 'Eyes of the Warrior' – our unit is the home of the Navy Divers and Hydrographers (surveyors). We also have uncrewed surface vessels, a boat detachment and the RNZN Deployable Boarding Team so we are a busy and very capable unit working domestically and internationally.
- 02 Date Joined RNZN:**
2002 as a GLX/Warfare Officer, I got out for a bit mid 2000's but reenlisted as I found myself drawn back to the culture.
- 03 First ship posted to:**
HMNZS CANTERBURY F421 as a Junior Officer Of the Watch.
- 04 Best deployment and why:**
TE MANA as an Officer Of the Watch when we went to China, Japan and Russia. I have had a few trips to the Pacific islands which were amazing. Getting paid to travel is a privilege I don't take for granted.
- 05 Hometown:**
Newtown in Wellington.
- 06 High School:**
Wellington East Girls' College.
- 07 Favourite book:**
I don't really read much.....might add that to my New Year's Day resolutions.
- 08 Favourite movie:**
I love the movie *Sing! The Greatest Showman* is up there too but I also don't watch a lot of TV to be honest.
- 09 Favourite album:**
First albums were *Alanis Morissette* and *Sublime* – they have great memories attached.
- 10 Favourite song:**
This changes weekly. I am fickle. Depends what is in the charts.
- 11 Favourite holiday destination:**
Had an amazing holiday in Akaroa just before the very first lockdown. Gold Coast with the kids is up there but I think anywhere with the sun and I will be happy.
- 12 Outside of work, what's the one thing you enjoy doing?**
PT and keeping fit and healthy.
- 13 What's something about you that not many people know?**
I wanted to join as a Gunner or Communicator but was convinced to be a Warfare Officer by my recruiter. I didn't know much about the Navy or that there were Sailors and Officers and that you had to choose. I just did what my recruiter told me to do.
- 14 A person that taught you a valuable life/Navy lesson... and the lesson was?**
Owning mistakes. I had a workmate who made a mistake – but owned it straight away and front-footed the apology and essentially turned a bad situation into a good one. I took that lesson to heart. I think learning from mistakes can be invaluable – if done with accountability.
- 15 How would you describe the Navy in 10 words or less?**
Navy is more than a job, it feels like home.

