



THE CLAYMORE

HMNZS OTAGO ASSOCIATION NEWSLETTER



#100 Spring 2018

Chairman's Corner

YOU CANNOT HAVE EVERYTHING ... WHERE WOULD YOU PUT IT???

Greetings to you all on the 100th issue of the Claymore. Well then, where is this summer we have been told to expect from this week? Again, perhaps its just around the corner. I hope so.

REUNION 2019 This now only a few months away and you should register as soon as you can. Because the Chef needs the numbers. There will be a close off date. There can be no 'turn up and at the door' entries, or 'just popped in for a minute to see wh's there' and staying for the food – be fair to you mates – REGISTER!!!

FINANCE As always we are still in a very sound financial position, in spite of price rises and in Postage, Printing, Publishing etc. The treasurer is prudent. He runs a tight ship.

MEMBERSHIP Again, the Grim Reaper continues his deadly task and we have lost some Members since the last Claymore. On the brighter side there been a couple of feelers and enquiries which hopefully will end up successfully and we get new members. As always, I ask you to use every chance you get to recruit a new member. Carry a copy of the joining form and give it to any prospective ex-Otago that you meet.

CHRISTMAS WISHES On behalf of your Committee, I wish You and Yours a very Merry Christmas and a Happy Healthy Year 2019. Please, when you are out and about, be careful during this holiday season; there are some not so good drivers on the road out there.

Jim Blackburn MBE



Look who has just come home

HMNZS OTAGO (P148) REPORT

It's been a full on few months since HMNZS OTAGO sailed from DNB to commence Op Calypso 2018. To most of the crew, that sunny day when we last saw the top of Auckland Skytower fall under the horizon seems like an eternity ago. 4 months on and OTAGO's visited 7 different countries, boarded 60 foreign fishing vessels, covered over 22,000 Nautical Miles (the equivalent of circumnavigating the globe), and been in company with 5 different foreign navies along the way. So what was the real purpose of OTAGO's deployment? For the first couple of months, OTAGO was on task within a number of nations EEZ's (Exclusive Economic Zone) or on the high seas patrolling for foreign flagged fishing vessels in order to board, inspect, and document them.

Seems easy enough... right? Unfortunately when you combine massive patrol areas, bad weather and vessels hundreds of miles apart, it becomes like finding a needle in a haystack. OTAGO had to pull all the tricks out of her hat to achieve the mission. Ultimately the hard work and long days paid off though, with the ship's company managing to secure a massive 60 boardings throughout the Op.

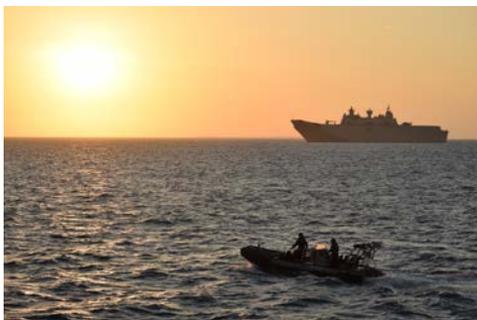
The efforts of the team weren't without reward though. When OTAGO wasn't intercepting her targets, her ship's company got the chance to explore some amazing spots in Fiji, Samoa, and the Tokelaus. The resorts, hotels, and beaches of the pacific islands made even the hardest days at sea worth it.

Departing Samoa bought on the next major phase of the deployment... the Asia Pacific Economic Co-Operation, more commonly known as APEC. A quick stop in Cairns, Australia gave the crew a well-deserved break before transiting to PNG to provide maritime security for APEC. OTAGO's time in PNG was spent in company with the Royal Australian Navy (RAN), the PNG Defence Force, the US Navy, and the US Coast Guard.

Interoperability was a key factor in this phase, as OTAGO often had to take the reigns as Anti Surface Warfare Commander (ASuW). The ship's company were all thinking of home by the time APEC finished in late November. All that was left was a short stay in Brisbane, then OTAGO could jump the ditch and finally return to New Zealand.



Members of the ship's company and US Coast Guard
Providing Maritime security for APEC 2018



Beginning a night security patrol
at APEC18
HMAS Adelaide on horizon



Lt Cmdr Lorna Gray RNZN
Returns from Adelaide

REUNION 2019

The 2019 Reunion will be held at the **Birkenhead RSA** in Recreation Dr, Birkenhead, Auckland, on **Saturday, 6 April, 2019.**

Do any Auckland attendees have a spare bed for out of towners? Please let Jim know on 4444091 know.

HMNZS OTAGO STORIES

A book is being compiled of the history of the frigate OTAGO (F111). As members of the Association you are invited to send your stories of your time in that ship. Please note the CO's name and place to help fit your contribution into the right place in the manuscript. Claymore ship's magazine and any documents are especially welcome. They can be scanned and any personal documents and photographs returned.

Please send your contribution to Gerry Wright gerrywright@xtra.co.nz or 8 Rowan Road, Epsom, Auckland, 1023. I aim to publish the book before the 2020 reunion.

OTAGO F111

During RIMPAC 72 *Otago*, under the command of Commander Alan Tyrrell, gained a sonar contact of a submarine on 8 September at time 1347. He gave chase and the sub increased speed to 28 knots. *Otago* also increased to 28 knots. Contact considered sunk. Told to rejoin the screen, Commander Tyrrell requested to stay and play with submarine as *Otago* needed practice. Approved. That was the highlight of RIMPAC for *Otago*. Submarine raced off at 28 knots and so did *Otago*. Remained in contact until 1413 (49 minutes) when contact was lost at that speed. Both engines stopped. Contact held on H.E, until firm contact regained in active mode. Chase ended up with *Otago* 700 yards astern of USS *Flasher* with both doing 28 knots and *Otago* unable to gain on *Flasher*. Commander Tyrrell told sonar crew that beer was on him if they managed to hold *Flasher*.



USS Flasher

His intention was to run over the top of *Flasher* to get a 162 sonar echo trace and drop two charges overhead. A few extra revolutions from the engine room and an alteration of course by *Flasher* enabled *Otago* to cut the corner and achieve both intentions. A good 162 sonar trace was obtained. In a later conversation with *Flasher* it transpired that he did not know that *Otago* was there until two charges went off close aboard. When *Otago* stopped engines, he thought *Otago* had lost him and with *Flasher* doing 28 knots and *Otago* dead astern he could not hear *Otago* through the noise of his own screw. It was an exhilarating experience and a good moral booster but expensive for Commander Tyrrell as besides beer for the sonar crew, the Officer in Tactical Command and Screen Commander claimed their due reward for permitting *Otago* to chase *Flasher* after officially being sunk. But for Commander Tyrrell it was worth it.

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