

WT 18/5/195

31 October 1966

Sir,

REPORT OF PROCEEDINGS – OCTOBER 1966 – HMNZS WAIKATO

1. I have the honour to report the proceedings of Her Majesty's New Zealand Ship WAIKATO during the period 1-31 October, 1966.
2. Testing and Tuning has progressed quite well during the this month, in spite of the numerous minor snags which have arisen (some anticipated and others not). Although work in some fields is slightly behind schedule, it is reasonable to assume, at this stage, that the "Operational Date" will not be affected.
3. A number of hull and machinery defects have been dealt with by ship's staff with occasional assistance, when necessary, from the Builders or the Dockyard. A minor flood has been reported on separately, and a brief report of lub-oil contamination is at Appendix A.
4. The fullest possible use has been made of Royal Navy training facilities at the various establishments. A certain amount of bribery was necessary in some cases to initiate arrangements but, on the whole, facilities have been offered freely, of unofficially.
5. Calls have been paid on the Commander in Chief Home Fleet and the Flag Officer Second in Command Home Fleet. Return calls were made by Chief of Staff to Commander in Chief Home Fleet, and Chief Staff Officer (Technical) Home Fleet.
6. The sporting programme for the month has been a full one. The WAIKATO/BLACKPOOL rugby match on Sunday 9th was followed by an enthusiastically noisy crowd constituting nearly the whole of the two ship's companies as well as a number of outsiders. The result of the main match has given an added incentive to the First XV to do "better than BLACKPOOL". A list of results is at Appendix B.
7. HMNZS BLACKPOOL was given three very rousing cheers when she sailed for the Far East on Monday 10th. This procedure was watched with surprised interest by spectators who were probably feeling somewhat relieved at now having to cope with only one RNZN ship.
8. There remains now only a fortnight of alongside Testing and Tuning before Sea Trials commence and the work effort, particularly in the Technical Branches, is intensifying. In spite of the long hours of hard work being done in these branches the morale of the entire ship's company has remained high. The health of all onboard remains good although there are still occasional outbreaks of "flu" and sore throats caused by living continuously in an air conditioned atmosphere. The behavior of the ship's company during this period has been, with few exception, quite satisfactory.

I have the honour to be,

Sir,

Your obedient Servant,

S.F. Mercer
Captain R.N.Z.N.

The Commodore,
Auckland

Copy to:
The Deputy Secretary of Defence (Navy)
Navy Office
WELLINGTON

MACHINERY DEFECTS

1. As a result of the weekly test after the arrival in Portsmouth of Main engine lubricating oil it was discovered that the system was contaminated to 60 grains of chlorine per gallon. Flushing of the system in accordance with B.R. 3001 Article 2006 was commenced, together with a search for the cause of the contamination, and examination of gearing in the main engine bearings. No cause of contamination could be found, and, after discussion with the staff of the Commander in Chief, Home Fleet it was decided that the contamination came from residual salts left during the period of building. This having been experienced in two Royal Navy Ships.
2. When the lubricating oil was clear, the charge was changed and basin trial conducted to prove all was well. Tests for salinity during and after the basin trial showed further contamination and all evidence suggested that the Port Lubricating Oil Cooler was defective. The system was re-flushed using feed-water only and the salinity reduced very quickly to acceptable limits. Both coolers were tested and found satisfactory and the whole system rechecked with negative results.
3. A further trial was conducted resulting in no contamination. It can now only be assumed that the original contamination was caused by residual salts and that the tests taken after the basin trial were false due to the pockets of sodium nitrate in the Lub-Oil System.
4. Subsequent examination of the main machinery would indicate that the contamination has not had any ill effects.

Appendix "B" to WT 18/5/195 dated 31st October, 1966

WAIKATO Rugby Club Report October 1966

Club Strength: 51 Players and 42 non-playing members

- Oct. 1. Two teams traveled to HMS COLLINGWOOD to play Apprentices
- 2XV won 17 – 3
Colts lost 9 – 18
- Oct. 5. 2XV played HMS LYNX and won 24 – 11.
- Oct. 6. 1st XV played HMD DEVONSHIRE and won 40 – 0.
- Oct. 9. "WAIKATO/BLACKPOOL" a grand days rugby saw the 2XV win 22 – 0 but the 1st XV go down 3 – 18. Games were played on the United Services Ground and attracted a large crowd. This was the best game seen in these parts for some time.
- Oct. 12. A replay for Colts at HMS COLLINGWOOD, saw them loose 8 – 3
A very poor and badly controlled game.
- Oct. 16. A Sunday away game. 1st XV played Gosport and Fareham Royal Football Club winning 22 – 0 (M.E. 1 Hay, L.S. Stevens outstanding)
- Oct. 19. 2XV played Portsmouth City Police and Won 6 – 0.
- Oct. 27. 1st XV played HMS DAEDALUS and 21 – 6.
2nd XV played HMS FIFE and lost 9 – 14.
- Oct. 29. 2nd XV played BUCCANEERS. This team was too big and experienced for the ships seconds who lost 22 – 8.
- Oct. 30. Away game. 1st XV traveled by hired coach to Esher to meet the "LONDON NEW ZEALAND CLUB" The tea played very well in all aspects. The forwards were well lead by LEM PUKEPUKE. The backs had a good day and the wings M.E. Hay and White ran well. Ship won 29-5.

The ships team has moulded well, and at this stage is producing good clean rugby.