

WT 18/5/556.

10<sup>th</sup> January, 1967

Sir,

1. I have the honour to report the proceedings of Her Majesty's New Zealand Ship WAIKATO during the period 1 December, 1966 to 4 January, 1967. Lieutenant Commander T.A. Riddell R.N.Z.N. was in command for the beginning of this period and I assumed command on 10 December 1966.
2. Testing and Tuning progressed well during early December but this could not be sustained leading to the decision to add an additional week to the Part IV programme.
3. The Sea Acceptance Trial (Sonar) carried out in the Portsmouth Area with H.M. Submarine Finwhale on 8/9 December was satisfactory from the "pinging" point of view but quite unsatisfactory from an internal communications point of view. A repeat S.A.T. (993) and a first repeat S.A.T. (G.W.S. 22) were carried out concurrently with the S.A.T. (T.A.S.) the former was successful but the latter proved unsatisfactory.
4. S.A.T. (Air/Match) was carried out satisfactory in the Portland Area on 13 December. Weather conditions were far from ideal for these trials, the wind having reached force 8 with an 8 foot sea running. Although not the normal practice for this type of trial the ship's Wasp and Ship's Flight were used throughout while the trials staff supervised. It is very heartening to record that the unique combination of RNZN/RNZAF Personnel involved in operating a Wasp on board worked extremely well on this, their first showing.
5. Mortar Calibrations carried out on 14, 15 and 16 December at the Portland Calibration Range were completely successful and during this period a type 900 muzzle velocity shoot was carried out on the afternoon of the 15<sup>th</sup> as part of the MOD (Navy) evaluation of the M.R.S. 3 Mod. 3 system.
6. The period at Portland continued with further Sea Acceptance Trials including Electronic Warfare Equipment. The results were most impressive and there is no doubt this equipment has considerable operational value.
7. It was planned to carry out a high speed run back to Portsmouth on Sunday 18<sup>th</sup> to facilitate radio vibration trials. It was found, however, that with a 10 foot quarter sea running, steering at 29 knots became ultra sensitive and the stabilisers were unable to cope with the heavy roll as the ship yawed. For the sake of comfort the high speed trial was abandoned and the passage was continued at a mere leisurely pace of 18 knots. It has been interesting to note the different handling characteristics of this ship as compared with the "OTAGO" class even though they have the same hull form. They appear to yaw more in a stern sea and the high superstructure amidships causes the ship to move down wind at a considerable rate. Going Astern into a wind the hanger has a marked effect. With the hanger doors open the ship will just not steer astern. With them closed she hunts the wind very quickly.
8. Harbour Trials of various items of equipment were progressed on the 19<sup>th</sup> and 20<sup>th</sup> and a Mutual Interference Trial was conducted at anchor in St. Helen's Roads on Wednesday 21<sup>st</sup>. During this trial all radar and radio equipment was switched on and radiated. It is interesting to note that quite a large electric static charge was built up on some personnel below decks; sufficient in fact to produce a small spark when earthed.
9. The second repeat S.A.T. (G.W.S. 22) carried out on Thursday 22<sup>nd</sup> December gave every indication of being satisfactory but, on thorough examination of the film records, it was found that

the system was marginally outside tolerance, and occasionally not acceptable. This was a very disappointing result since it had been necessary to recall the Gunnery Trials Team from leave for the trial. The third repeat S.A.T. (G.W.S. 22) was re-programmed for the 3<sup>rd</sup> January, 1967.

10. During the Christmas period it was possible to give leave to those personnel who wished to take it. Otherwise Christmas Day on board was traditional with rounds of all messes being carried out during the afternoon followed by the entertaining of Chief Petty Officers and Petty Officers in the Wardroom. Brodbury J.T. N.Z. 18522 R.E.M. 2 being the youngest member of the Ship's Company on board accompanied me on rounds. Because of the fire risk involved it was decided not to decorate individual messes but a great deal of energy and imagination was used in decorating the Senior Rates and Junior Rates Dining Halls and both looked very festive.

11. As has been previously reported Electrical Artificer First Class C.D. McKee Wright N.Z. 14641 was killed in a motor accident in Portsmouth at about 1910 on the evening of 23<sup>rd</sup> December. After the body was identified it was my unhappy duty to have to call, late a night, at Wrights home in Havant to break the sad news to his wife. C.E.R.A. And Mrs Lincoln and Acting Chief Shipwright and Mrs Forward who both lived near Mrs Wright accompanied me and then looked after her and the family for the short period before she left to stay with her parents in Dorset. A preliminary inquest was held on the 30<sup>th</sup> December but was adjourned after formal identification of the body until 18<sup>th</sup> January when a full inquiry into the cause of death will be carried out.

12. The funeral service conducted by the Church of England Chaplain of the Dockyard was held at St. Lukes Church, Haslar on Monday 2<sup>nd</sup> January. The service was attended by about 80 of the Ship's Company and the coffin was borne by eight Chief Petty Officers. After the service the coffin was taken to Porchester Crematorium for cremation and the ashes placed in a casket.

13. WAIKATO sailed with Mrs Wright accompanied by her Farther and Mrs Bell (wide of E.R.A. 1 Bell) on board at 0930 on Tuesday 3<sup>rd</sup> January and stopped in mid harbour where the casket of ashes was received on board by boat with full honours. The ashes were placed on a bier in the centre of the Flight Deck and covered with the New Zealand ensign. The ship then proceeded to sea with the ensign at half mast and all ships and establishments passed paid full marks of respect. A guard resting on arms reversed was mounted around the bier.

14. At about 1000 while the ship was stopped in position 50° 44.'8 North 01° 05.'6 West the committal service which was attended by the whole Ship's Company was held on the Flight Deck. Following the committal of the ashes the funeral firing party fired three volleys and the marine buglers played the Last Post and Reveille. Finally wreaths were cast into the water by Mrs Wright, her Father and on behalf of the Captain, Officers, Senior rates, Junior Rates, the Naval Board, and New Zealand Defence Liaison Staff, London. Shortly afterwards Mrs Wright, her Farther and E.R.A. 1 Bell and Mrs Bell proceeded ashore by boat and WAIKATO proceeded to sea for the third repeat S.A.T. (G.W.S. 22.)

15. Photographs of the funeral and the committal service on board have been dispatched separately to NZNB. Two sets of photographs were mounted in albums and presented to Mrs Wright and to Wrights parents in Wanganui. An auction of Wrights kit realised £660.0.5d. A very noble gesture on the part of the Ship's Company and an indication of the esteem in which he was held on board.

16. In order to brush the cobwebs of Christmas out of our hair, the ship remained as sea overnight with a full cruising watch closed up and zig zagged across the channel at 20 knots. This was a worthwhile exercise for everybody – sufficient shipping was encountered to make things interesting but not too tense.

17. A 4.5" surface shoot at a towed target was carried out on Wednesday 4<sup>th</sup> January. This was not a specified part of the Part IV programme but was arranged to; -

- (a) Allow Ministry of Defence (Navy) to witness the system firing in surface for the first time and give practical experience of the system to those who are writing the Drill and Handbooks.
- (b) to Demonstrate to the ship's staff that the system actually did work on a surface target.

Opening fire range was unfortunately limited by visibility to 13000 yards but, overall the results were quite encouraging.

18. Analysis of film records of the S.A..T. (G.W.S. 22) from the trial on Tuesday 3<sup>rd</sup> January were not available until Friday 6<sup>th</sup> January and showed for the fourth time that the system was outside the laid down tolerance. It had therefore failed yet again. After conferring with Rear Admiral Wise, Chief Staff Officer (Technical) Home Fleet and Flag Officer Sea Training, it was agreed that the ship would have to be delayed a further two weeks at Portsmouth to allow a thorough investigation of the system and further trials. The fourth repeat S.A.T. (G.W.S. 22) is now programmed for Tuesday 17<sup>th</sup> January and all being well WAIKATO can expect to commence workup at Portland in fully operational state on Monday 23<sup>rd</sup> January.

19. The decision was a great disappointment to us all but I do not think moral has suffered and the extra time in Portsmouth will be utilized to the full with harbour training.

20. The behaviour of the ship's company remains good and seems to be well above average for libertymen ashore. Certainly reports from local taxi drivers and other civilians at Portsmouth are all complementary and indicate WAIKATO's libertymen are all well behaved. Whilst at Portland Moa G.R. N.Z. 16685 L.S. as Leading Hand of the patrol assisted the local police at a disturbance. His action so impressed Flag Officer Sea Training's Patrol Headquarters that a message commending his actions was sent to the ship.

21. The health of all on board remains good.

I have the honour to be,

Sir,

Your obedient Servant,

(E.C. Thorne.)  
Captain. R.N.Z.N.

The Commodore,  
Auckland

Copy to:

The Deputy Secretary of Defence (Navy)  
Navy Office  
WELLINGTON

Appendix "A" to W.T. 18/5/556 dated 10<sup>th</sup> January, 1967

Official Calls

Monday 12<sup>th</sup> December

Called on Flag Officer Sea Training  
Rear Admiral P.G. Sharp D.S.C.

Monday 19<sup>th</sup> December

Called on Commander in Chief, Portsmouth  
Admiral Sir Frank Hopkins K.C.B., D.S.O., D.S.C.

Tuesday 20<sup>th</sup> December

Called on Chief of Staff (Technical) Home Fleet  
Rear Admiral C.H.S. Wise M.B.E

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Appendix "B" to WT 18/5/556 dated 10<sup>th</sup> January, 1967

	<u>November.</u>	<u>December.</u>
Distance steamed	563 miles	619 miles.
Hours underway	72 hours	58 hours
Miles per ton of fuel.	2.72	2.1.
Total distance steamed since commissioning.	2612 miles	3231 miles.
Total hours underway since commissioning.	224 hours	282 hours.

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Appendix "C" to WT 18/5/556 dated 10<sup>th</sup> January, 1967

Summary of Sporting Events.

Rugby.

1 Dec	First Fifteen versus Portsmouth R.F.C.	Won	16.	0.
7 Dec	First Fifteen versus R.A.F. Farnborough	Won	19.	6.
	Second Fifteen versus Portsmouth City Police	Lost	11.	6.
11 Dec	First Fifteen versus Havant	Lost	3.	0.
	Second Fifteen versus Havant	Lost	6.	0.
	Festival Match Waikato Fifteen versus Portsmouth	Won	9.	8.

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Basketball

6 Dec	Waikato versus HMS Hermes	Lost	44	33
8 Dec	Command Basketball Championships			
	Waikato versus HMS Sultan	Won	46	24
	Waikato versus HMS Victory	Lost	58	22

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Soccer

7 Dec	Waikato versus Coopers Transport Company	Lost	4.	1.
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Squash

6 Dec	Waikato versus HMS Victory	Lost	4.	1.
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Hockey

6 Dec	Waikato versus Flag Officer Air	Cancelled.		
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Cross Country

7 Dec	L. Cook Nilsen and A.B. Ayre ran for HMS EXCELLENT.			
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