

W. T. 18/5/733.

13th March, 1967

Sir,

1. I have the honour to report the proceedings of her Majesty's New Zealand Ship WAIKATO during the period 1st February to 9th March, 1967.
2. The ship was based at Portland for work up under the operational control of Flag officer see training for the whole of this period the work up was planned to consist of the following:-
 - A. Shakedown Week. - Space simple drills and checks with the ship operating independently most of the time.
 - B. Harbour Training Week. - Space refresher for command team, evolutions including lending party and general drills and out of working hours exercises to test the initiative and efficiency of the duty watch.
 - C. First Sea Week. - Simple exercises.
 - D. Second Sea Week. - More complex exercises.
 - E. Maintenance Week. - Alongside. Some harbour training is carried out but maintenance takes priority.
 - F. Third Sea Week. - Ship takes charge of most serials.
 - G. Fourth Sea Week. - Ship conducts nearly all of the serials during this week.
 - H. Fifth Sea Week. - A week of the most complex exercises demanding the utmost in coordination both internally and externally, and culminating in the inspection with Flag Officer Sea Training and just about all of the seagoing staff are embarked.
3. Because of the requirement for Waikato to dock at Portsmouth prior to leaving the United Kingdom it became necessary to shorten the work up by one week. In order to gain the maximum benefit from the facilities available, a compromise was reached whereby the maintenance week was shortened to three days in the exercises of the third week undertaken in the last two days.
4. Two sea days were unfortunately lost in the fourth see week due to steam leaks in inaccessible joints on both boilers. These were the final points up to the safety valves. In both cases access doors had to be cut from adjacent compartment.
5. It was Flag Officer See Training's policy that each sheep has a short weekend away from Portland during the work up to provide some relief from the tension of the work up. As the ship was not having a continental visit before departure for New Zealand Cherbourg was chosen and a visit was arranged for the weekend 25/26 February. Although not the most interesting or entertaining port to visit, Cherbourg had the advantage of being close to Portland, which, coupled with the requirement for a quarterly full power trial enabled the ship to arrive at 1830 local time on Friday 24th and sale at 0700 Monday 27th. A party of 41 Officers and Ratings took departure from the ship by bus early Saturday morning for a two-day partially conducted tour of Paris. By all accounts this was a very successful venture. For those remaining at Cherbourg the French Navy arranged free bus trips for local sightseeing and provided cars for myself and the officers. Generally speaking, it was a weekend for relaxing with the attraction of going ashore in a non-English speaking country.

The French authorities were most kind and generous to the ship is also was the British vice counsel Captain Milloy a retired Cunard Captain who was also the Cunard agent and Cherbourg. The young liaison officer was most helpful and tireless and looking after us the ship's company's behaviour was exemplary with the visit being regarded on both sides is a great success.

6. The final work up inspection on Wednesday 8th March went very well indeed. Unusually good weather conditions help the earlier exercises to run smoothly but the expected gale arrived half way through the afternoon and made the final serial (and awkward Jack stays transfer in which I was invited to fuel using the stump mast aft after embarking extra links of hose from Black Ranger) a cold, unpleasant and tedious fear steaming into a the usual force 7 to 8. After return to Portland when the ship anchored for the night the Admiral broadcast his comments to the ship's company. Among the points he made without the attitude of the ship's company to "work up" had been a good one and that he and his staff had been impressed by the enthusiasm initiative and good humour shown in the most trying circumstances, the high standard of availability and maintenance achieved. His final comment that of the 80 ships he had seen working up (and inspected) during the past 2 1/2 years he rated Waikato as one of the top three set the seal on a successful workup.

7. The following morning Waikato sailed for Portsmouth in good spirits happy to be leaving Portland but grateful to the staff for having taught us so much about operating a very complicated vessel we have many friends and have nothing to do but praise for the efficient way both the operational and maintenance sides of Portland were conducted having now experienced both Portland and Pearl Harbour there is no doubt that the former is much more exacting test, applies much great pressure and welds the ship into a united team. However there are points in the favour of both organisational and Flag officer see training has paid me the complement of making me write my comments on what USN methods would be of value at Portland.

8. Ironically after only one hour of the passage the brickwork of the standard boiler collapsed in the ship was limited to 50% power for the remainder of the passage. The birth allocated in Portsmouth dockyard was the most difficult one possible requiring the ship to be turned around and very limited space and birth alongside another ship with a 30 knot wind blowing off the jetty. Two tugs were taken and thanks to the excellent cooperation berthing was affected quickly.

9. The period under review has been very busy frequently uncomfortable and a testing time but it has thoroughly proved both men and equipment. Gale warnings of force 8 or more have been in operation for approximately 75% of the time and winds up to force 11 have been experienced. On a day when HMS CAMBRIAN smashed her sea boat and buckled the davits due to the heavy weather WAIKATO continued to operate efficiently at quite high speeds convincing proof of the value of stabilisers and a very good whole design.

10. Other notable improvements over older ships became obvious during the workup. One was the degree of reliance that can be placed on ECM information, this coupled with the ability to carry out a stand-off match attacks makes the "Leander" a considerably more formidable weapon than the "Type 12". Additionally the helicopter is proved its worth and many other ways, vertical replenishment, casualty evacuation and so far, only in practice, S.A.R. Another is that M.R.S. 3 Mod. 3 Gunnery System. On Inspection Day in two runs on a Rushton Target results of 9 TTB's from 11 rounds to 7 TTB's from 10 rounds were achieved with an average of 50% TTB's in all AA shoots to date.

11. The ship's company have worked hard during the workup and can feel justifiably proud of their achievements. Most of them will be taking some leave during the docking period in Portsmouth. Morale is high following the success of the workup and is expected to remain high as the date of return to New Zealand draws nearer.

12. The health and behaviour of the ship's company remains above average.

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.

Enclosure to W. T. 18/5/733 dated 13 March, 1967.

Appendix "A" - Official Calls.

Paid.

1000 Saturday 25th of February, 1967.

Called on a rear admiral prefect Maritime P. I. SAMEDI French Navy
(Admiral Commanding Cherbourg Naval Base.)

Received.

1030 Saturday 25th February, 1967.

Rear Admiral P. I. SAMEDI returned call on board.

Appendix "B" - Steaming Figures.

February, 1967.

Distance steamed.	2884 miles.
Hours underway.	195 hours.
Miles per tonne of fuel.	4.45
Total distance steamed since commissioning.	6734 miles.
Total hours underway since commissioning.	584 hours.

Appendix C space-space sports results.

February, 1967.

Rugby.

1 st February.	Second XV versus Borstal	Lost	11 – 6
4 th February.	A.C.E.R.A. D. A. Cootes, E.R.A. 3 A.W. Hurndell, L.S. J.R. Galloway, Ord Seaman F. Poutu, Ord Seaman A. Northcroft, M.E. 2 D.B. Hay selected to play for Portland against Dorchester Rugby Football Club.		
5 th February.	Into part seven aside rugby-eight divisions-Gunnery winners.		
11 th February.	A.C.E.R.A. D. A. Cootes, L.R.E.M. B. Pukepuke, M.E. 1 D.B. Hay, L.S. J.R. Galloway, selected to play for R.N. against Swerich Rugby Football Club.		
14 th February.	The above named players plus Ord Seaman F. Poutu selected for the Portland Command First Fifteen to play HMS DAEDALUS.		
18 th February.	2 nd XV versus Dorchester Rugby Football Club	Lost	9 – 6
19 th February	First XV versus Dorchester Rugby Football Club	Drew	3 – 3

Hockey.

4 th February.	Versus R.N. Portland	Lost	6 – 1.
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Soccer.

18 th February	Versus HMS EURYALUS	Lost	8 – 1.
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Cross Country.

14 th February.	Midshipman B.C. Petley. L.Ck. N.R. Nilsen selected to run for R.N. Portland Cross Country Team in the Command Championships.		
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Judo.

2 nd February.	Judo Club.
20 th February.	Judo Club.
