

W. T. 18/5/910.

10th April, 1967

Sir,

1. I have the honour to report the proceedings of her Majesty's New Zealand Ship WAIKATO during the period 10th March to 8th April, 1967.
2. WAIKATO moved into Number 15 Dock at Portsmouth Dockyard on Monday 13th March having disembarked ammunition from the Sea Cat Magazine and fuel from numbers 5, 8 and 10 tanks.
3. The damage to the port and started to bilge keel is caused by collision with a Portland Triplane Buoy, when inspected at close quarters was relatively minor. Two small sections about 12" long and about 3 feet apart on the port bilge and one section 15 inches long on the starboard were split and bent upwards. Repairs were easily effected by cutting out the damaged sections to a depth of about 9" and welding in new sections. Hull Outfit 19 was changed by ship's staff. During testing after flooding up on the 17th March the gland to this Hull Outfit was found to be leaking and Sonar Type 185 was non operational. The dock was pumped out and on examination of the Hull Outfit it was found that the new shape of the dome, the dome, on hoisting, fouled the tube carrying the leads to the Type 185 transducer severing the leads, and caused minor distortion of the glands. Consultation with Portsmouth Dockyard and Commander in Chief, Home Fleet Staffs revealed that this was a class problem when changing from a stainless steel to a fibreglass dome but unfortunately no one had remembered to tell us. The problem was overcome by cutting 3¼ inches off the tube. Fortunately the tube had not punctured the dome.
4. Harland and Wolff commenced work on Monday 13th on the major task of replacing all bolts in the superheated steam range to Admiralty Specifications. Other work carried out during the period included the repair and modification by Weirs of the main and axillary feed pumps which had suffered from excessive erosion, (a known Y.136 class defect) replacement by Babcock and Wilcox of both boilers superheated and saturated dampers which also appeared to have been manufactured from the incorrect material and inspection of the underwater hull area for blemishes which have been the source of excessive noise. Work was also proposed in the turret by Harland and Wolff assisted by the dockyard on the insulation of the A.J.E. aerials.
5. It soon became apparent that Harland and Wolff could not complete the work on the bolts, replace lagging and repaint in time to allow the ship to sail on 1st April. At a meeting on 22nd March of all concerned the decision was made to delay the ship one week. As it turned out only heavy pressure and a major effort allowed the ship to meet even the departure date of the 6th April from Portsmouth.
6. Whilst the work was going on it was possible to grant Part Annual Leave to part of the ship's company. In fact 71 of the ship's company took an average of 10 days Part Annual Leave each some travelling as far afield as Scotland and Austria and many taking this last opportunity to travel quite extensively on the Continent. Even with this effort to reduce the leave, still a large number of the ship's company will have come six weeks leave due on arrival in New Zealand.
7. Work on the bilge keels and domes was completed and the ship was undocked on Tuesday 21st March.
8. Easter weekend produced fine sunny warm spring weather and local beaches were

inundated with trippers. On the night of Easter Monday however it was snowing and for a few days snow and hail showers alternated with sunny spells. By organising internal and external work to suit the weather, dint of hard work, and pride in the ship it was possible to get her looking extremely well for the visit of Her Royal Highness, Princess Alexandra on Thursday 30th March.

9. Her Royal Highness arrived at Portsmouth by train at 1225, embarked in the barge of the Commander in Chief, Portsmouth and boarded WAIKATO at 1240 where she was met by a traditional Maori Challenge very effectively done by Leading Weapon Mechanic Halbert. Her Royal Highness then inspected Her Guard and watched a Haka performed by the Maoris on the Flight Deck. Fortunately the sun was shining at this particular time. She was then introduced to the Ship's Officers in my cabin before proceeding to the Wardroom for lunch.

10. After lunch the Princess walked through the ship and stopped to speak with many individuals and small groups of the Ship's Company who were either at the operational stations or on their messdecks. The whole visit was quite informed and all on board who were impressed by her friendly charm, had an opportunity to see and meet the Princess at close quarters.

11. Before departure I presented Her Royal Highness with a silver brooch of the ship's crest on behalf of the Ship's Company. Three rousing and genuine cheers from the Ship's Company as she pulled away in the barge marked the end of a most successful and happy visit.

12. The visit was covered by National and Local Press and Television with emphasis being placed on the traditional Maori welcome and singing. It would however be nice to hear T.V. Announcers using the correct pronunciation of the ship's name. It does not appear possible to convince the English that the name is not pronounced WACK-A-TOO or WI-KAY-TO.

13. As I have previously reported, Waikato, and the various changes from the Standard R.N. Leander pattern incorporated in her, have evoked considerable interest. On 23rd March, Admiral Sir Horace Rochfort Law, C.B., O.B.E., D.S.C., Controller of the Navy visited the ship, walked around, and then lunched with me. His cryptic and pointed comments to the Harland and Wolff Overseer added to the pressure I have already mentioned and it was noticeable that one or two other firms were very much "on the ball" a few days after he returned his office in London.

14. During the last week and Portsmouth all outstanding work was completed and order was once again restored to the machinery spaces. However it was not a period without its crisis. A basin trial on Monday 3rd April revealed seven leaking joints on the superheated steam range and severe vibration in both auxiliary feed pumps. Harland and Wolff and Weirs both readily accepted the responsibility of making good these defects but the problem was one of time and labour to get the work done in time to enable a ship to sail for sea trials next day. Admiral C.H.S. Wise M.B.E. who had carried out a further inspection of the Engine and Boiler Rooms during the afternoon lent his weight to the problem. The final outcome of much telephoning in the late afternoon resulted in four dockyard fitters working overnight at Harland and Wolff expense. The defect of the feed pumps proved to be due to a modification carried out by Weirs on the balance leak offs and the modification is now being reconsidered by MOD (Navy). It was corrected by reverting to the old system. The gremlin who had been plaguing the technical side of the ship for weeks was finally defeated on 4th April when a full day of sea trials proved "All Systems Go".

15. It had been planned that Sir Thomas McDonald, New Zealand High Commissioner should spend a day at sea with the ship but unfortunately this was not possible with the change of program. I therefore travelled to London on 31st March to pay a farewell call on him.

16. His worship the Lord Mayor of Portsmouth visited the ship with Lady Mayoress on the evening of fifth April to wish us farewell. A very kind gesture on his part.

17. The Commander in Chief, Home Fleet, Admiral Sir John Byng Frewen K.C.B. who had expressed a desire to come to see with WAIKATO prior to the ship's departure from the United Kingdom was picked up in the Ship's Wasp from Lee on Solent at 0930 Thursday 6th April and

landed on board the ship while alongside at 0940. The ship sailed from Portsmouth for the last time at 1000 6th April. After a walk through the ship in which he took considerable interest he was flown ashore to HMS VERNON at 1100 again in the Ship's Wasp.

18. The ship went on to Portland where Friday 7th April was spent on the noise range taking further recordings of the ship's noise in an attempt to diagnose the source of excessive underwater noise. A copy of the tape is held on board. On Saturday 8th at 0900 WAIKATO finally departed from Portland for New Zealand. From all reports it would appear that WAIKATO has a good reputation and has left a good impression on those people who have had any contact with the ship. Many farewell signals were received but the following signal from Commander in Chief, Home Fleet is one of which we are most proud.

Routine	080816Z
Fm.	C. in C. HF.
To.	HMNZS WAIKATO.

Unclassified.

No ship in the Home Fleet has started life with a greater spirit or shown more efficiency and smartness than you have. I am proud to have had WAIKATO under my command.

2. From us all the best of luck and continued success and achievement in the years to come.

19. This signal has not been passed to NIO for publicity purposes as it is intended to use it on arrival on 2nd June. Looking back over the past six months since the ship commissioned some of the trials and tribulations have become hazy but there is no doubt that a considerable amount has been achieved. Beside the efficiency and smartness of the ship the outstanding items on the D. 448 and liability items have been reduced to a very low figure. This has been achieved by extremely hard work and long hours by the Officers and senior rates and the willingness and pride in the ship of the Ship's Company. It has also needed constant pressure and sometimes straight talking to move the various Industrial Dockyard and Admiralty organisations and the pace which would ensure a proper result on time. Many of us have been left with the impression that in England today, errors and omissions, and the delays in delivery or completion are regarded as things one must put up with. To get things done properly and on time one seems to have to shout loudly and nagged persistently. However on the other side of the coin the ship has received the utmost assistance from the Controller and his department, Commander in Chief, Home Fleet and Flag Officer Sea Training. All of whom were determined that WAIKATO would leave the UK. a credit to British Industry and Admiralty design. Our greatest friend and troubleshooter was rear Admiral C.H.S. Wise M.B.E. Chief of Staff Technical, to Commander in Chief, Home Fleet. Without him our problems would have been much more difficult. He was always available for advice and help and it was he who often lead to the shopping and nagging. He is a person who can move mountains.

20. The behaviour and morale of the ship's company has been excellent during this period and now that the ship has commenced the homeward league morale is very high. 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. 18/5/910 dated 10th April, 1967.

Monthly Steaming Figures.

Distance steamed.	771 miles.
Hours underway.	65 hours.
Miles per tonne of fuel.	7.88
Total distance steamed since commissioning.	7505 miles.
Total hours underway since commissioning.	649 hours.

Appendix "B" to W. T. 18/5/910 dated 10th April, 1967.

List of Calls.

10th March

Calls paid.

Admiral Superintendent, Portsmouth, Rear Admiral R.C. Paige

General Manager Portsmouth Dockyard – Mr. Sparhan,

Captain of Dockyard and Queens Harbour Master Captain T.L. Martin.

Electrical Engineering Manager – Mr. Hogan.

Manager Construction Department – Mr. Hughes.

Manager Engineering Department - Captain E.F.J. Bishop.

14th March

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

31st March

New Zealand High Commissioner, Sir Thomas McDonald.

Appendix "C" to W. T. 18/5/910 dated 10th April, 1967.

Official Entertainment.

28th March.

1830 - Official Cocktail Party onboard - guests included

Commander in Chief, Portsmouth, Chief Staff Officer (Training) Home Fleet and those who had assisted the ship at Portsmouth.

Total number of guests - 50.

30th March.

1830 - Farewell Cocktail Party held onboard. Total of 60 guests.

Appendix "D" to W. T. 18/5/910 dated 10th April, 1967.

SPORTING ACTIVITIES DURING MARCH.

4th March

1st XV Rugby versus Portland Command Team.

Ship won 32 – 3

21st March

1st XV versus H.M.S. LONDON.

Ship won 41 – 0.
