

WT 18/5/1389

15th September, 1967.

The Commodore,
Auckland

HMNZS WAIKATO: REPORT OF PROCEEDINGS

I have the honour to submit the following report of proceedings for her Majesty's New Zealand ship Waikato under my command. The report covers the period from first July to 25th August, 1967.

For the first two weeks of July most of the ship's company were still on part annual leave. In the middle of the month, quite a large number of postings took place, consequently the latter part of the month was devoted to settling in new personnel and "shaking down". The Wasp returned on-board from Hobsonville on Thursday 20th.

Following an AUCK-EX briefing on Monday 24th July, WAIKATO sailed and anchored at Orakei for a compass swing. Because of a stiff breeze and spring tides the tug ARATAKI was unable to turn the ship. In order to utilise the time available the ship proceeded for exercises, returning to Orakei on the following day for a successful swing.

For the remainder of the week, emphasis was placed on getting the maximum amount of training for the Flight Team, particularly the for the new Helicopter Control Officer and the new hands of the Flight Deck Team. Fortunately, weather conditions in the Hauraki Gulf were reasonable and by the end of the week both Pilot and Helicopter Control Officer had gained sufficient hours to be classified as Operational Classification Two. This was, however, a concentrated program of four to five hours flying daily with an experienced Pilot and an experienced Flight Deck Officer. With a less experienced team this could not have been achieved. It would therefore seem necessary in the future to plan on a two-week period being required to provide for full Flight Work-Up training. WAIKATO returned harbour on Friday 28th July, having completed a valuable week of miscellaneous basic exercises.

AUCK-EX proper commenced with a jolt at 0500 on Tuesday 1st August with the news of SMASH-EX being received WAIKATO and HMNZS BLACKPOOL sailed at 0700, two hours before schedule. This exercise has been reported on separately and it is not intend to deal with in any detail. It was however one of the most worthwhile exercises I have experienced, testing the ship and Auckland generally to the utmost. A natural disaster exercise on similar lines would be most beneficial. It is also demonstrated the versatility of "The Wasp", and what a great asset it is in these circumstances for quick reaction, search and identification.

On Monday 31st July, five tons of AVCAT was embarked, special arrangements having been made to provide the fuel. The week continued with A/S exercises with BLACKPOOL and HMS TABARD but was marred from WAIKATO's point of view by consistent need to land AVCAT supplies because of suspected contamination.

This was confirmed on Thursday 3rd. The Wasp was grounded, and the ship returned harbour that night to allow a complete investigation of AVCAT fuel systems to be carried out. The work involved in cleaning the system, modifying and replacing the filters occupied the whole of the following week in harbour and consequently all WAIKATO's AUCK-EX serials for the week 7th to 11th August had to be cancelled.

WAIKATO and BLACKPOOL sailed in company for AUCK-EX again at 1800 on Monday 14th August. For this week most serials took place to the east of Great Barrier Island and included HMNZS KIAMA and RNZAF Orions as participants. The week was a useful one for WAIKATO and a number of minor problems were settled amiably at the AUCK-EX washup at Hobsonville on Saturday 19th August. This washup also

served as a briefing for LONG-EX but as the two United States Navy destroyers, CARPENTER and SPROSTON did not arrive until Sunday 20th, a further private briefing was arranged in order to put the Americans in the picture. This private briefing was, as it happened, quite important as it brought to light several communication incompatibilities and served to clear up several other misconceptions, one of which being that the Americans "Break up Shot" means V.T. Fuses?!

LONG-EX took the form of a forty-eight hour passage around a circuit East of Great Barrier Island. Although the "enemy" was only pretending the weather was real, reaching full gale force at times. The exercise has been fully recorded elsewhere but the following general comments are made.

(a) Very few communication problems were experienced between the United States Navy and New Zealand units once a compatible complan was arranged. The U.S.N. equipment is spot frequency crystal controlled, thus only frequencies for which the U.S.N. ships held crystals could be used.

(b) The tactical emission policy produced considerable debate. An unrestricted policy was adopted with the aim of getting initial detection and warning as soon as possible whereas the U.S.N. felt complete silence including Sonar may have fooled the enemy. This may have been the case with the submarines but would have made the force a sitting target for air attack.

(c) The limitations of "DASH" are far more rigid than that for "MATCH". WAIKATO's wasp flew in Force 6/7 conditions whereas the DASH was grounded by rain and low visibility in Force 3 states.

(d) The "low air" radar coverage of HMNZ ships was markedly better than the U.S.N. Ships present.

It was a most useful and interesting exercise which demonstrated that HMNZ Ships and U.S.N. Ships can work together most effectively with no pre-training and a short get-together beforehand. When analysed it will make interesting reading.

During the period under review there has been a constant flow of visitors to the ship.

I have the honour to be,
Sir,
Your obedient servant,

(E.C. Thorne)
CAPTAIN RNZN

Annexes: A. Monthly Steaming Figures.
 B. List of Calls.
 C. Official Entertainment and Recreation
 D. Foreign Fishing Vessels Encountered.
 E. Official Parties Shown Around the Ship.

Copy to: The Deputy Sec of defence (Navy),
 Navy Office,
 WELLINGTON.

MONTHLY STEAMING FIGURES

	<u>July</u>	<u>August</u>
Distance Steamed	865 Miles	3037 Miles
Hours underway	81 Hours	246 Hours
Miles per ton of Fuel	4.51 per ton	6.12 per ton
Total distance steamed since commissioning	22520 Miles	25557 Miles
Total hours underway since commissioning	7622 Hours	7868 Hours

LIST OF CALLS

19 th July	1115	Commanding Officer, H.M.N.Z.S. KIAMA, Lieutenant Commander M.C. Verran, R.N.Z.N called on Commanding Officer.
	1130	Commanding Officer, H.M.N.Z.S. ENDEAVOUR, Commander L.E. Hodge, R.N.Z.N called on Commanding Officer.
	1145	Commanding Officer, H.M.N.Z.S. BLACKPOOL, Commander J. Quinn, R.N.Z.N called on Commanding Officer.
20 th July	1150	Commanding Officer, H.M.N.Z.S. INVERELL, Lieutenant Commander C.J. Steward, R.N.Z.N called on Commanding Officer.
31 st July	1130	Commanding Officer returned calls to the Commanding Officers H.M.N.Z. Ships BLACKPOOL and INVERELL.
August		Nil

OFFICIAL ENTERTAINMENT AND RECREATION

Fleet 7-Aside

WAIKATO B v PHILOMEL A LOST 8-0

WAIKATO B v R.N.Z.N.H. LOST 11-0

WAIKATO A v LACHLAN WON 3-0

WAIKATO A v PHILOMEL B WON 5-0

FLEET FINAL WAIKATO A v PHILMEL A LOST 5-0

ROYALIST SHIELD Tug of War.

Waikato defeated holders H.M.N.Z.S TAMAKI by two straight pulls, winning ROYALIST SHIELD.

Rugby versus combined LACHLAN/OTAGO side. WAIKATO won 8-3

versus BLACKPOOL. WAIKATO lost 6-11.

FOREIGN FISHING VESSELS ENCOUNTERED

July - Nil

August

17th August – KIKI MARU NSI-91 in position 36°15' south 175° 42'.2 east fishing with four dories out

VISITS TO WAIKATO BY ORGANISED GROUPS.

28 th July	24 members	Association of Wrens
28 th July	20 members	Whenuapai Cub Pack
12 th August	25 members	7 th Auckland Girl Guide Company
13 th August	30 members	of Auckland Branch of Royal Aeronautical Society
20 th August	24 members	New Zealand Federation of University Women.
26 th August	100 members	Hamilton Branch Royal Navalmen's Association of New Zealand.