

LONGCAST

1 February 21 – Auckland Anniversary Day
8 February 21 – Waitangi Day
12 February 21 - Navy Club Lunch – Remuera Club
19 February 21 - Ngapona Assn Lunch at Titirangi RSA
19 March 21 - Ngapona Assn Lunch at Waiheke RSA
9 – 11 April 21 – Cooks and Stewards Reunion

Hi Folks

'SCRUBBERS' EXPLAINED

In an 'open loop scrubber' seawater is used as the scrubbing and neutralising medium and no additional chemicals are required. The exhaust gas from the engine or boiler passes into the scrubber and is treated with seawater. The volume of seawater will depend upon engine size and power output but equates approximately to around 40m³ per MWh meaning a quite high pumping capability is required. The system is around 98% effective and even allowing for fuel oil with 3.5% sulphur should have no problem reaching the maximum 0.1% 2015 ECA level. Among the non-LNG-fuelled ships ordered, are four container ships of a new class that will be the largest in the world and fitted with scrubbers. Hudong-Zhonghua, a subsidiary of China State Shipbuilding Corporation (CSSC), will build the first ship in the new class of ULCS vessels, which will have a capacity for 24,100 boxes. "This type of ship adopts the world's latest green, environmentally friendly, high-efficiency, energy-saving, safe and reliable design scheme. Its unique small bulbous bow, large-diameter propeller and energy-saving ducts make the ship's fast performance and low energy consumption fully reflected," said Hudong-Zhonghua in a press statement.



Scrubber equipped *MSC Febe*, built in 2019 is 399,9 mtr long and carries 23,756 TEU (twenty foot equivalent containers)

NO KNOTS NEEDED

Maritime ropes manufacturer 'Lankhorst Ropes' has introduced what it says is "the world's easiest and quickest towing and mooring connection." Called Lankoloop, it uses a simple knot and eye connection to complete the connection in seconds. No shackle or other hardware is needed for the Lankoloop; feeding it through any smooth strongpoint will complete the connection. Ease of handling and speed of connection are vital in many towing situations especially in adverse weather conditions. Lankoloop is an all-in-one connection, no additional device is needed. Simplifying the connection to a single openable eye ensures a safer operation without compromising on the strength of the complete softline connection system.

In practice, a main Lankoforce mooring line can be provided with a Lankoloop eye, so that an 8 strand stretcher can be more easily connected and disconnected without the need for a shackle or other hardware connection.



SHIP OF THE WEEK – HMNZS WAIKATO F55

HMNZS *Waikato* (F55) was a *Leander* Batch 2TA frigate of the RNZN. She was one of two *Leanders* built for the RNZN, the other being the Batch 3 HMNZS *Canterbury*. These two New Zealand ships relieved British ships of the Armilla patrol during the Falklands conflict, freeing British ships for deployment.

Waikato was ordered in 1963 for the RNZN after a delay of more than six years after the order for the Type 12 frigates *Otago* and *Taranaki*, which had proved successful in New Zealand service. There was a pressing need to replace the ageing cruiser *Royalist* and the RNZN's last two operational Loch-class frigates, which carried outdated sonars and anti-submarine weapons and were slow. Laid down in January 1964, *Waikato* was constructed by Harland and Wolff and was delivered in 1966, commissioning into the RNZN in September that year. Displacing 2,450 tons standard and 3,200 tons at full load, *Waikato* was 372 ft (113 m) long, had a beam of 41 ft (12 m) and a draught of 19 ft (6 m). She was fitted with two Babcock & Wilcox boilers which delivered steam to two English Electric geared steam turbines, producing 30,000 shaft horsepower (22,000 kW) to two shafts, which gave *Waikato* a top speed of 30 knots (56 km/h; 35 mph). Her range was 4,600 nautical miles (8,520 km) at 15 knots (28 km/h), and she had a complement of 18 officers and 248 sailors. In terms of armament, *Waikato* was a fully armed Batch 2 *Leander*. With Mk 6 twin 4.5-inch guns, a Seacat GWS22 point defence missile, Limbo anti-submarine mortar and Wasp helicopter. She was identical to the Royal Navy *Leanders* of her group, with 965M LRAW and 177 hull and 199 Variable depth sonars, while her half-sister, HMNZS *Canterbury* was a larger improved *Leander*, completed in 1971, with a more automated and remote controllable steam plant, a frigate potentially capable of updating with long range bow sonars and Seawolf missiles.

For the first nine years of its RNZN service *Waikato* operated around New Zealand and with the ANZUK naval squadron based at Singapore. In 1975–77, *Waikato* was given an extensive mid-life refit, and essentially modified to the specifications of HMNZS *Canterbury* with the mortar and VDS wells suppressed and replaced by an enlarged helicopter landing pad, intended for Lynx helicopters that were never ordered and a closed circuit TV system to monitor helicopter operations from the flight deck. Surface and navigation radar was also updated to current RN standards a rather

inexpensive alteration. The cost of modernisation of the *Leanders* depended on the hull age, and a nine-year old Leander like *Waikato* could almost certainly have been rebuilt, with automated 76 mm, CIWS in the mid-1970s, in the pattern of the Dutch *Leander* modernization at an affordable cost compared with the very costly modernization of a 12-year-old frigate like HMS *Dido* or HMNZS *Wellington*.¹

After re-entering service under the command of Captain Ian Bradley, *Waikato* was involved in the rescue of a seriously injured fishermen from the Soviet trawler *Ardatov* during which a Wasp, flown by Lieutenant Joe Tunnicliffe, was launched in rough sea conditions to pick up the man from a trawler. On 15 November the ship had left Wellington to visit the Bounty Islands, to the southeast of the South Island, in heavy weather. During the forenoon a Russian fishing vessel well to the south of New Zealand called for assistance for a critically injured seaman and *Waikato* altered course and increased speed to get within flying range. Several unsuccessful attempts were made to locate the fishing vessel, in appalling weather conditions. The vessel was finally located 60 miles from its reported position the following afternoon and with considerable difficulty the sailor was winched off the ship and taken on board, to be flown to hospital at 3.30 am the next morning. For this incident the pilot, Lieutenant Joe Tunnicliffe received the Air Force Cross and Chief Medical Assistant Bill Filmer, who was winched on board the fishing vessel, received the British Empire Medal for gallantry. Later, in January 1978, the while escorting the United States Navy *Thresher*-class submarine *Pintado* into Auckland harbour, *Waikato* faced an armada of anti-nuclear protest yachts, which attempted to block the passage of the possibly nuclear-armed and certainly nuclear-powered submarine. *Waikato* ran into the harbour ahead of *Pintado*, with *Waikato*'s Wasp helicopter and another RNZN Wasp in company, deployed over the protest yachts to create downdraft which destabilised the protest yachts, and tipped several over in a controversial move which secured the rapid passage of *Pintado* to its berth. *Waikato* escorted the nuclear-powered USS *Haddo* into Auckland harbour with less drama the following February 1979, under the command of Cmdr Ian Hunter. *Waikato* earlier had deployed to Pearl Harbour for work up with USN fleet units and performed well in RIMPAC and exercises with the US and Canadian fleet. During these exercises Commander Bradley, positioned *Waikato* to land a USN Sea King about to be lost with zero fuel. Some crew believed the frigate and its personnel were endangered by landing a large chopper never before tested upon *Leanders* and the order was officially noted. However, on the last day of the Falklands War a British *Leander*, *Minerva*, landed a Sea King helicopter.

During and after the Falklands conflict in 1982–3, *Waikato* deployed to the Armilla patrol to help free up British ships for deployment. *Waikato* alternated with HMNZS *Canterbury* on these duties.

HMNZS *Waikato* was decommissioned from the Royal New Zealand Navy in 1998 and sold by the government for \$1. She was stripped in the Northland port of Opuia and sunk off the coast of Tutukaka on 18 December 2000 as an artificial reef. In 2002, the sunken *Waikato*'s bow was separated from the rest of the ship in heavy weather.



Regards

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