

ENGINEERING DEPARTMENT



The SOUTHWIND's Engineering Department is comprised of personnel from the Electrician's Mate, Damage Controlman, Engineman, Boiler Tender and Storekeeper ratings. These artisans and craftsmen are considered the elite of the department and provide many services to keep the department running smoothly and efficiently. Most of the men assigned have received advanced training which enables them to perform the highly complicated engineering, mechanical and electrical jobs connected with their rates.

These men must perform the double duty of watchstanding in various machinery spaces throughout the ship. The Department must also maintain a spare parts locker for the many thousands of items used in repairing the machinery and has performed magnificently during the current deployment like all the other Departments deserves a "Well Done" for its contribution to the mission.

Major or Unique Engineering Problems:

SOUTHWIND was RFS on 1 July 1973 with no major discrepancies. The passage through the Great Lakes and the St. Lawrence Seaway was uneventful. Once more, however, the need for sewage retention system was clearly indicated, as the 8 to 10 hour passage through the Welland Canal, even with the portable chemical toilets in use, sorely taxed the sewage retention capability.

At Halifax, Nova Scotia on 10 July 1973, the engineers made preparations to fuel the ship for the first time. No one on board has fueled SOUTHWIND before. The fueling and transfer system had been checked out thoroughly and found to be in good order.

Since the possibility of a spill, due to unfamiliarity with the ship was considered, no attempt to "top off" to maximum capacity



Engineering Officers: (Right to Left) ENS. Richard W. Fish, ENS. Billy L. Laws, LCDR. James D. Johnson, LTJG. Norman J. Dufour and LTJG. Robert L. Maloney.