

was made. The fueling was completed without major incident in about 12 hours, having taken in excess of 400,000 gallons. In the interests of the fueling detail, and as extra insurance against spills, it is recommended that in the future, two days rather than one be scheduled for fueling. This would relieve the pressure on the fueling detail to get so much fuel aboard in a short time.

The passage to Thule and the operations in the Thule/Sondrestrom/Kulusuk areas were conducted with no major engineering casualties until just prior to departure from Kulusuk for Reykjavik. At that time, the topping lift motor on the port boat

and aircraft crane developed symptoms indicating a shorted armature and also, the pedestal bearing in #1 Ship's Service Generator failed, allowing the exciter armature to strike the field poles. Damage in the exciter armature incident was limited to the banding, no electrical damage was done. Both armatures were repaired by a local repair shop in Reykjavik, Iceland.

Fuel and Lubricating Oil Consumption:

SOUTHWIND used approximately 250,000 gallons of diesel fuel and about 7,500 gallons of lube oil during Arctic East '73 deployment. Also, 7,000 gallons of JP-5 aviation fuel were expended.



Back Row (Right to Left) ENS. Richard W. Fish, EN3 John J. Buenning, FA Ronnie J. Ceasar, EN2 Terry J. Clement, EN1 Edward M. Volek and ENCS Leland P. Koch.

Front Row (Right to Left) BT2 Lynn H. Gurchik, BT3 David J. Lyman, FA Bruce D. Turgeon, FA Arthur L. Cole and FA Todd M. Smith.

ENGINEER STORES

Engineering stores is the SOUTH-WIND's hardware store afloat. Here can be found the spare parts needed to keep the lady's machinery departments in top operating condition. Here also can be found the men responsible for resupplying and stocking this vast store. Catalogues and price lists supplied by manufacturers and Navy and Coast Guard supply centers are the tools of their trade. Engineering stores is one department seldom heard from. Yet, without their hard work and dedication, a trouble-free cruise could well have been impossible.



EN1 Fitch (or Mr. Coast Guard)