

newsletter

No. 78—JULY, 1976

m.v. "EASTERN CITY"

Maiden voyage of Reardon Smith Line's newest addition

THE largest vessel ever to be owned and operated by the Reardon Smith Line and the fifth ship of this name to be owned by the Company, is scheduled to commence her maiden voyage in the very early days of July. She is built and engined by Burmeister and Wain, Copenhagen and is the eighth in a series of which at least ten will be built.

The vital statistics of the *Eastern City* are:

LOA 224.4 M
Draft 12.6 M
Beam 32.24 M
D.W. 60920 tonnes Ballast capacity
Engines Burmeister and Wain 7
cylinder 7K80GF
Service speed 15.8 knots consumption
Bunker capacity 3448 M³
Grain capacity 79900 M³

The vessel is constructed and equipped to operate with an unmanned engine room, although this cannot happen immediately as the Department of Trade require a detailed operational programme with regular recordings kept of such things as temperatures, incidents, stoppages, etc., for a period of at least two months, before granting an UMS Certificate (UMS = unmanned machinery space).

No cargo gear is fitted.

Vessel is a flush decker (without raised forecastle head) and has no bulbous bow. She has been built to Norske Veritas rules and is classed on "N V" Register.

Accommodation is of a high standard and the general finish is most attractive besides being very serviceable. There is a distinct Nordic appearance in the furnishings with their traditional love of rather sombre colours, but with a clean and comfortable modern look about it.

It is interesting to note the advanced

methods of construction which are used at the shipyard. The ship has been built in a graving dock and was floated out of the dock on 23rd April, 1976. The construction is organised on a factory production line system with rigid time table schedules for every event. It starts with the building in a large covered shed of the stern unit which will take the main engine, tail shaft and propeller, the main engine and much of the equipment has already been ordered for delivery long before this so it can all be introduced into the completed units of the ship as required and before other units are landed on the top. For example all the galley stoves will be fitted into position before the deck above is put on to avoid any man handling. The areas which take the most time for fitting out, i.e., the engine room and the accommodation, are obviously the two areas which receive the earliest attention. Soon after the stern unit is commenced, the construction of the accommodation house will be started. This is built on the side of the drydock and will be eventually lifted into position on the vessel as one complete unit before the ship is floated out. The heaviest unit prefabricated during the construction weighs 585 metric tons and is the unit containing the main engine including tie bolts but excluding brackets and platforms. As another point of interest the total weight of the rudder and stock is 70.3 tons.

The main events of the construction programme can be listed as follows:

Construction of stern unit commenced January 1976.

First unit placed in graving dock 15th March, 1976.

Vessel floated out of graving dock 23rd April, 1976.

First machinery (Generator) started up 26th May, 1976.

Left berth for sea trials 17th June, 1976.

Completed sea trials 18th June, 1976.

Vessel handed over to Reardon Smith Line, 2nd July.

Vessel sailed, 2nd July.

Crew of the m.v. *Eastern City* for her Maiden Voyage.

Comm. M. J. Higgins.
Ch. Off. F. Scott.
2nd Off. J. R. Ashley.
3rd Off. A. Abel.
Electronics Off. A. J. L. Cottle.
2nd R/O P. J. Barker.
Ch. Eng. D. M. Parsons.
2nd Eng. G. J. Griffiths.
Jnr. 2nd Eng. K. Rowney.
4th Eng. R. S. Allen.
Jnr. 4th Eng. M. G. Williams-Jones.
Jnr. 4th Eng. K. R. Negele.
Jnr. Eng. P. J. Rigby.
Electrician P. Tyerman.
Catering Off. D. C. M. Trinick.
Deck Cdt. T. J. Tudball.
Deck Cdt. A. Williamson.



S.S. "QUEEN CITY"

Entering 1st Narrows, Vancouver Harbour 1933.
Received from Captain J. H. Thornhill who served on this vessel.