



# SHIPMATES

Reardon Smith Seafarer's Newsletter

Issue No.7 June 1998.

" W H A T ' S - I N - A - N A M E "

" T A C O M A C I T Y "



The m.s. " GOKAR" ex m.s. " FORCE " ex m.s. " MACFORCE " ex m.s. " PETALOUDA" ex m.s. " ROSALEEN " ex m.s. " ROSEBUD " ex m.s. " BOUGANVILLE " ex m.s. " TACOMA CITY" Built 1972

was sold last week to Indian Shipbreakers for between USD 138 and USD 139 per LDT. Lightweight 6,651 Tonnes of memories.

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The Editor wishes to thank Alec Osborne & Ollie Lindsay for their articles in this edition and remind all you other 138 'SHIPMATES' that you were also taught how to write,so put pen to paper for the next editions - all articles are welcome,even if some are not printable

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# SHIPMATES



## F R I E N D O R F O E ?

There's a gentleman down on the waterfront  
With a bright and expansive smile,  
He is one of the best, and can handle a jest  
In a truly nautical style.

He knows all the ports of the Seven Seas,  
But has anchored himself ashore  
And taken to piracy on the side:  
They call him the stevedore.

He's the first aboard when a vessel arrives  
And the last ashore when she sails,  
And he keeps a sample of all her gear  
From the galley supplies to nails.

The amount of his bill makes the Captain feel ill,  
And uses language that's far from polite,  
But this sort of strife is the essence of life  
To this up-to-date pirating knight.

If the Captain protests-well, the stevedore jests,  
And invites him uptown to dine:  
But between me and you, by the time they are through  
It's the Captain who's buying the wine.

He's a full fledged knight of the Blarney Stone,  
And the very best sort of a chum,  
May he never be missed from the waterfront  
For many a year to come.

P.S. Wonder if Tony Crowther has changed his mind on the above  
in view of that he submitted the above poem 20 years ago !

\* \* \* \* \*

And as we all know :-

"To get something done, a committee should consist of no more  
than three people, two of whom are absent "

"Budgets are a mathematical confirmation of your suspicions"

## M.V. "HOUSTON CITY" (SECOND)

1942 Built by William Doxford & Sons Ltd, Sunderland for Reardon Smith Line Ltd, Cardiff.

Doxford Standard Ship. Gross Tons:- 7262  
3 cylinder opposed piston engine by Doxford NHP 301

24 August 1942 Shifted from shipyard to deep water berth for engine trial.

Master :-	Captain Henry Paul	Chief Engineer :-	W. Fraser
Chief Officer :-	H Fisher	2nd Engineer :-	C. Potter
2nd Officer :-	P Derry	3rd Engineer :-	?
3rd Officer :-	?	4th Engineer :-	Kevin ?
Radio Officer:--	?	Junior Engineer :-	?
Apprentices :-	J Lennie	Junior Engineer :-	?
	O Lindsay	Chief Steward :-	?
	H Samson - Salter	Boatswain :-	Jackson.
	W Sturt	Ratings mainly from Sunderland,	
Ten Dem's Gunners		except Donkeymen :-	Cardiff/Newport Arabs.

Voyage No.1. 1930 hours 27th August 1942. Sailed from Sunderland, joined North bound coastal convoy for Methil. Shortly after joining convoy received attention from the Luftwaffe no damage.

28th August - arrived Methil and sailed in coastal convoy for the West Coast of Scotland. Arrived Greenock 0530 31st August.

31st August - 2nd September fitting Anti Torpedo Nets. (ATN).

2nd to 29th September Gareloch Head - Loch Long - undergoing exercises with naval units and fleet air arm testing efficiency of Anti Torpedo Nets. (ATN).

29th September shifted to Glasgow - King George Dock to load military cargo for Gibraltar.

Loading of military cargo commenced on the 6th. October 1942, and was completed on Saturday 17th. October. Vessel sailed on the 18th. on completion of lashing the full deck cargo of cased Hurricane planes.

Passage Clyde to Gibraltar. About two hours after passing outwards through the Clyde defence boom, gun layer suffered an accident- broken hip and leg, vessel put back to land injured man. This resulted in a loss of about 8 hours and vessel proceeded independently via North Channel to rendezvous with convoy South-West Ireland. In order to make best possible speed "ATN" nets were not streamed. On joining convoy vessel took up her station on the port side column 1. Port side net streamed. Two ships of convoy torpedoed.

Convoy arrived Gibraltar 28th October. While entering the Bay and underway commencement discharging deck cargo of cased Hurricanes into lighters, (aircraft required for immediate use). Vessel completed discharge on 15th November and sailed in convoy for the Clyde, arriving on the 23rd Nov. and berthed on the 27th.

Deep tanks fitted for the carriage of cased (5 gallon flimsies) petroleum.

Voyage No.2. Glasgow for Gibraltar and Algiers.

Loaded military cargo including 1000 lb. bombs and cased petroleum at Plantation Wharf, Govan. Sailed 18th December 1942 for Clyde Anchorage. Sailed anchorage for Gibraltar on 20th December in convoy. Convoy routed through St. George's Channel. For Irish Sea "ATN" nets streamed - St. George's Channel Nets were inboard. Paravanes streamed and on clearing channel and mined area - Paravane gear housed and "ATN" re-streamed.

Luftwaffe activity off west coast of Portugal.

Gibraltar:- Arrived 28th December and sailed 23.45 hrs. 31st. With a full moon rounded Europe Point at 00.00 1st. January 1943 to the sound of thousands of British

voices singing Auld Lang Syne. Convoy arrived Algiers 3rd January.

Discharging Algiers :- 3rd to 13th January,

Algiers/Gibraltar :- Joined west bound convoy 13th January and arrived Gibraltar 16th.

Gibraltar/Clyde :- Joined convoy 17th January 43 and arrived Clyde Anchorage 26th January, berthed Glasgow 29th. While in convoy "ATN" nets streamed. .

Voyage No.3. Glasgow :- 28th January 1943 to 20th February loading full military cargo ,including high explosives and 5 gallon cans of petroleum for Bona.

At this port :- Chief officer relieved by D.Beyon.

2nd " Derry by J.B. Lemon. (Jack).

On completion of cargo vessel shifted to the Clyde anchorage to await convoy. Sailed in convoy for Bona 26th February 1943. At this time the fighting for Tunisia was at its height and the cargo was urgently needed. The Luftwaffe were doing their utmost to prevent supplies reaching the Allied Forces and the convoy received full attention from sailing the Clyde to arrival Bona. "Houston City" on several occasions was very lucky - sticks of bombs falling very close. Arrived off Bona late afternoon 17th March with failing light and air attack on the port "Houston City" and Dutch vessel "Tibar" ordered to anchor off. Enemy aircraft carried out unsuccessful torpedo attack pm on the two vessels. Due to strong anti-aircraft fire from the two vessels the attack was beaten off. Between the 12th and 23rd while discharging in Bona the port was subject to enemy aircraft dive bombing and high level air attacks every daybreak and evening twilight.

Vessel sailed 23rd March in convoy.

Arrived Cyde 5th April and drydocked for damage repairs 9th April.

(2nd Officer J.B. Lemon (Jack) left vessel to join "Madras City" as Chief Officer.

Voyage No.4. Sailed Glasgow in convoy for east coast North America. Arrived New York 5th May. Loaded at New York U.S. army stores for U.K. . Sailed New York for U.K. May 19th. Convoy arrived Swansea 5th June.

Voyage No.5. Sailed Swansea 20th June convoy to East Coast North America. Arrived 8th July. At New York vessels holds lined with plywood attached to the spar ceiling with copper nails -- transportation of special cargo. Loaded at high security facility "Cravan A " cargo of H.E. and gas shells. Destination Eastern Mediterranean. Sailed New York 24th July 1943 for Newport News, arriving there 25th to await North Atlantic convoy. Sailed Newport News on the 27th in convoy with a full U.S.A. naval escort for the Eastern Mediterranean. In the approaches to the Gibraltar Straights some U boat activity. On passage Gibraltar on the 13th August some ships left convoy and other ships joined. Amongst ships that joined the convoy was the S.S."Empire Kestrel" 2674 G.R.T. managed by Sir William Reardon Smith & Sons Ltd. for the Ministry of War Transport. On the evening/night of the 16th August there was an engagement between the convoy and German Aircraft and also with Italian light naval forces, during which the "Empire Kestrel" was torpedoed and sunk with the loss 11 crew members. The cargo was discharged at Beirut and Haifa. Arriving at Beirut on the 25th August and completing Beirut 16th September. From Beirut vessel proceed to Port Said arriving there on the 17th September. 22nd Suez Canal transit. Loaded Suez 23rd to 27th September for Aden and Mombasa. Arrived Mombasa 20th October, discharged and loaded Military cargo and sailed on the 28th October for Diego Suarez and Mauritias arrived Diego Suare 1st November, discharged/loaded and sailed 7th November from Mauritias. Arrived Mauritias 10th November , on completion of discharge of Military cargo , loaded for Ministry of Food - bagged sugar for U.K. . Sailed 4th December. Called Aden for bunkers 15th/16th December. Arrived Suez Bay 21st December , on arrival Suez Canal anchorage - orders changed, vessel to discharge full cargo at Aderbear, Suez bay . 21st/ 30th December discharging at Aderbear. Suez canal transit 30th/31st December 1943.



Note:- Red Sea / Indian Ocean passages were mainly independent, "AND" nets streamed.

Vessel sailed Port Said 31st December 1943 in westbound convoy. Arrived Gibraltar 11th January 1944. Sailed Gibraltar 15th in south bound convoy, when off Freetown orders received for vessel to proceed independently to Rio-De-Janero. Arrived and sailed Rio 6th/7th for Paranagua , arrived the 9th February. Loaded Paranagua 9th Feb. and sailed 17th Feb. for Santos , arriving Santos 19th and immediately commenced loading . Vessel completed loading 27th Feb. At Paranagua and Santos vessel loaded a full cargo of tinned foodstuff for U.K.. Vessel sailed Santos 27th Feb. independently (and "AND" nets streamed ) for Freetown to join U.K. bound convoy. Arrived Freetown 14th/17th March. Arrived Manchester 5th April.

Voyage No.6. On completion of discharge at Manchester. Commenced fitting out vessel for invasion of North Europe.  
"DEMS" Gunners Accommodation increased to 20 berths. No.4 and No.5 tween deck fitted to accommodate 600 troops.  
Additional guns and rocket mountings fitted.  
Vessel nominated number :- "M T 86".  
On sailing from Mersey, vessel proceeded to anchorage off Methil to await orders. Eventually proceeding to the Thames and berthed Tilbury.  
From the Thames vessel made 6 round trips to the Normandy beaches. The first trip arriving Juno Beach Head 18.00hrs "D" day 6th June 1944. Each trip was outward with vehicles and approximately 600 troops and return usually with walking wounded.

**Commodor Oliver Lindsay was a deck apprentice on the "Houston City" and the above was taken from his diary, he joined the vessel from new and sailed with her until the end of the invasion and served on the vessel for three years..**

"Houston City" (2) with R.S.L. until 1960 sold to Anglo-Chinese Shipping Co.Ltd. (Moller's,Ltd.) Hong Kong, renamed "Castle Park": 1961 to River Line Ltd. (Moller's London) renamed "Sandy River": 1967 to Shan Yu Investment Co.Ltd Hong Kong, renamed "Juliana" : 1967 to Holly Navagation Co. Panama renamed "Goodwin" : 15.10.1968 arrived Hong Kong for Breaking up.

### I'M SORRY.

While driving on the A30 returning to Cardiff and listening to the KEN BRUCE programme on BBC2 on the 6th May, at 11.15a.m. Ken Bruce read out an "I'm Sorry" letter, it was from Ken Hampton from Southampton , the letter went something like this :-

I was working on a ship and we were in the port of Port Elizabeth, South Africa when one evening the Second Engineer Brian Hocking and myself went ashore for a few beers. When we returned to the ship late at night I invited Brian to come to the bar for a night cap. Brian refused and said that he was going to his room to go to bed. With Brian gone to bed I felt hungry so I went along to the pantry to make myself a sandwich. Looking into the hot press to see if there was something warm to eat, there was a plate with a meal left over from the previous dinner, there was a label on the plate "2nd Engineer". Thinking that Brian had gone to bed I ate the dinner. I returned to the bar to finish off my drink when shortly after Brian came storming in to say that someone had eaten his dinner out of the hot press. Ken never let on that he had eaten his dinner and sympathized with him, and they both parted and went to their rooms.."

So Kenny the Electrician , as we know him, had this on his conscience for many years and wrote to Ken Bruce to say he was sorry that he had eaten Brian's dinner also hoping that Brian would be listening to BBC2 to get the message. After reading the letter Ken Bruce played a record and finally said:- "you rotter Ken". Kenny you have said **SORRY**, pity you did'nt mention the ships name..A.C.

The "ATLANTIC CITY"<sup>(3)</sup> had discharged a cargo of grain from Geraldton, W.Australia at Valletta, Malta, and sailed at 07.00 hrs 27th January 1962, bound for Port Said, to load a cargo of salt for Tokyo, Japan. The weather was fine with a smooth sea and the forecast for the Medi was good. Master; Harry Lloyd Evans. Ch.Off: Ernie Tickner. Ch.Engr: Alec Osborne. 2nd.Engr: Willy Sheers. 3rd. Engr: Johnson 4th Engr: Phillip Curtis. one German Junr. Engr. George. R.O.: Bull.. If anyone else was there please let "SHIPMATES" know. The next morning at 07.30 hrs. 28th. Willy Sheers had just got is pot of tea that the engineer's steward had left at the top of the engine room. He just arrived at the main engine controls when he heard a slight knock in the No.1. unit of the main engine, he put the controls to stop and before the engine came to rest heavy banging occurred in the crankcase. The No.1. forward side rod bottom end port bolt had broken. The engine was prepared to run on three cylinder, by stripping out the bottom end bearings and connecting rods of the No.1. unit and blanking off services to this unit. It took 15 hours 50 minutes to dismantle the unit, the difficult part was man handling the heavy parts with only one ton chain blocks, sometimes these had to be doubled up, and in conjunction with the engine room crane. The Engineers had great help from the deck Apprentices and some sailors to stow and lash the heavy parts around the engine room to continue the sea passage. Vessel was under way again at 11.08 P.M

Mr. J. L. Morris was the Salvage Suveyor and a re-type of his report, below, explain the accident in detail. The Engineers worked extremely hard dismantling, fitting, and reassembling the engine.

K.W.BALFOUR & CHAMBERLAND LTD.

Your Ref. LGJ

1 Fenchurch Buildings,  
Fenchurch Streer,  
LONDON E.C.3.  
26th February 1962.

THIS IS TO CERTIFY

that the undersigned Surveyors, at the request of the Manager and Secretary, Salvage Association, Lloyds Building, London, E.C.3., as per instructions dated 1st February, 1962, and is in the interest of Underwriters, surveyed on 1st February, 1962, and subsequently, whilst lying afloat, moored at No. 1 Hassein Basin, Port Said, Egypt, U.A.E. the steel screw vessel

"ATLANTIC CITY"

of Bideford, Offical Number 165859, Registered Tonnage 5281/2923, Owners, Messers Leeds Shipping Co. Ltd, (Managers Sir William Reardon Smith & Sons Ltd), in order to ascertain the cause, nature and extent of damage sustained by the main engine resulting following the circumstances during voyage No. 44.

It was stated that on the 28th January, 1962, whilst the "ATLANTIC CITY" was on ballasted passage from Valletta, Malta, to Port Said. a slight knock developed in the No. 1 unit of the main engine at 07.15 hours; the controls were immediately brought to the STOP position but before the engine came to rest very heavy banging emanated from the crankcase and on opening out it was found that the the port bolt of the No.1 forward side rod bottom end had broken, resulting in heavy consequential damage to the unit.

Temporary repairs were effected by ships's Engineers, via :- hanging up the upper and lower pistons side and centre connecting rods removed from the engine, fuel and air services to this engine unit shut or blanked off. Other moving parts in the crankcase were hammer tested and 23.05 hours of that day such repairs were completed and Stand-By ordered; Slow Ahead at 23.06 hours was effected and Full Ahead at 23.15 hours; at 23.33 hours the engine was stopped and running parts examined, and at 23.42 hours the passage resumed.

The vessel arrived and came to anchor at Port Said at 12.30 hours on 30th January 1962 and at 16.00 hours of that day and with two tugs in attendance was shifted and berthed in the Hassin Basin at 16.32 hours.

For further particulars of the causalty please see the vessel's log book.

Examination of the "ATLANTIC CITY" was made by the Undersigned in conjunction with Mr.T.W.Major Owners' Superintendent, amd the following observations made.

The main engine fitted is a Doxford four cylinder 600 m/m diesel, and resulting from the breakage of the port side bolt of the forward side rod bottom end, heavy consequential damage was sustained by that unit.

Top piston guide casting broken away locally on port and starboard sides in way of forward tie bar, sheet metal cover on top buckled; forward side rod, connecting rod and crosshead incorporating differential nut bent or strained; side bottom end bearing badly damaged and bottom end pin scored. Cylinder liner displaced thereby locally setting up upper and lower plates of the air scavenge trunk, breaking scraper ring box secured to underside of lower scavenge trunk plate; lower liner jacket broken locally at flange which lands on upper plate of scavenge trunk. In crankcase one welded foot tread on sump plate torn away; other moving parts of the unit suspected strained.

At Port Said Owners Superintendent instructed Messrs. Mokattan Engineering and Marine Works Co. to effect the necessary reinstatement, which repairs were carried out under the supervision of ship's Engineers, also a Representative of the Engine Builders, Messrs. William Doxford and Co.Ltd., Sunderland.

Details of the repairs effected are as follows :-

**No. 1 UNIT.**

Transverse beam released at side rod, upper piston complete with beam and top guide member lifted clear and landed. Lower piston released at crosshead, lifted clear and main crosshead, lowered into crankcase and flected out of crankcase.

Both side rods released and removed together with side rod crosshead. Exhaust member released at exhaust manifold and pedestal, drawn off liner and landed; split water jacket around liner removed, lubricator quills disconnected also air start, relief and fuel valves removed, bottom scraper ring box released and removed, liner released at lower jacket, lifted clear and landed at top platform, lower jacket released at securings to top scavenge belt and lifted clear.

Scavenge belt access doors removed and space cleared, this together with crankcase in way certified gas free for hot work; side rod wiper gland assemblies removed.

In way of scavenge trunk top plate, distorted area at forward end cropped out with acetylene burning gear, an approximate area 2' 3" x 2' 3" of 1" thick plate. Replacement sector of plate, with machined landings for lower jacket prepared, aligned in position and butt welded to adjoining plating, machined landing on upper part dressed in way of butt welds.

Round bar stays and tubular trunking accommodating forward side rod in way of scavenge trunk cropped at damaged area of top plating and rewelded to new section of plate, screwed studs fitted to secure lower jacket in position.

Damaged lower scraper ring box member temporarily secured in position on underside of lower scavenge trunk plate, template made of space formed by distorted part of plate, box removed, I shaped distance piece prepared and welded in position.

Upper piston dismantled and rod landed ashore together with aft side connecting rod and aft side upper rod, all set up in the lathe, proved in good order, brought back to vessel and landed in engine room.

Transverse beam dismantled, beam landed ashore, cleaned, crack detected, returned to vessel, landed in engine room, centre roller and shaft reassembled in beam with necessary seals, side rod pins on beam dressed, copper lubricating oil pipes annealed and secured in position.

No.1 forward side rod bottom end pin, score marks reduced by filing, careful attention given to maintaining concentricity of pin by frequent gaugings, surface afterwards corrected by reference lap, loaned by Engine Builders, and on completion polished.

**Note:** All the score marks were not removed due to depth and as no crankpin machining gear was available at Port Said the surface finally prepared was considered satisfactory.



The Owners Superintendent did intimate, however, that his Principals might not consider the present condition of the pin a permanent repair and this may be reviewed at a later stage and the pin machined in-situ.

Torn foot tread on sump plate in crankcase renewed. Centre and aft side rods, spherical bearing shells bedded in to foot of rods and keeps, top end pins of centre and side rods dressed and polished

All main engine holding down bolts hammer tested, also column securing bolts to bedplate together with guide bolts and other bolts in engine structure suspected to have been subjected to strain.

Replacement spare parts flow out from the U.K. by charter plane to Cairo, brought by road transport to port Said, barged out to vessel, lifted aboard and landed in engine room, consisting of:-

- 1). Top piston guide complete with tie bars and sheet metal cover.
- 2). Lower cast iron liner jacket.
- 3). Lower scraper ring carrier.
- 4). Side connecting rod complete.
- 5). Set of side connecting rod top end bearing complete with brass liners.
- 6). Side connecting rod spherical bearing complete, together side upper rod complete with bolts.
- 7). Side crosshead with guide shoe and coupling nut. (Differential nut).
- 8). Four transverse beam bolts.

Lubricating quills on cylinder liner tested, new studs fitted to quills, liner lifted into position, water tested and found in good order.

Replacement side bottom end bearing shells machined to suit finished diameter of forward side pin, brasses bedded in on pin.

Dismantled unit reassembled together with replacement parts, joints and seals; running clearances of running parts, checked and adjusted as necessary. All services to the unit reconnected, scavange trunk and crankcase cleaned.

Crankshaft deflections ascertained before and after repair and found satisfactory; reference marks on crank webs checked and found in good order.

#### General.

Derrick removed from cargo hatch and rigged on port side samsom post on boat deck inway of engineroom skylight for lifting heavy machinery parts out and into engineroom, derrick removed on completion and re-rigged at original position.

Forward portable section of engineroom skylight released, lifted clear for passage of machinery parts, afterwards re-secured as before; awning spars, ventilator tubes, etc, on boat deck removed for access and replaced.

Various grating, handrails, pipes and fitting in engineroom disconnected and removed for access, all replaced and reconnected on completion.

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In addition to the foregoing repairs and in view of the failure of the No.1 side rod bottom end bolt, all other side rod bottom end bolts in way of Nos. 2, 3, and 4 units were progressively removed, the landings for the bolt heads and nuts faced up in-situ with improvised cutter and replacement bolts supplied, fitted and hardened up.

On the completion of the forgoing repairs at Port Said very limited engine trails were possible due to the moored position of vessel and Canal Authority's requirements, and the undersigned was later informed that during the canal transit a knock developed in the bottom end bearing of the No.1 unit.

On arrival at Suez the bearing was again adjusted with the assistance of local Contractors, The Port Said Engineering Works, the vessel then proceeding on passage.



### CAUSE OF DAMAGE.

The position of failure was situated immediately clear of the bolt head, the plane of failure at right angles to the centre axis and at this position a small fillet or radius had been originally formed at the change of section.

About 95% of the cross sectional area at failure was of smooth appearance and the remaining 5% adjacent to the dowel at the outer periphery of a coarse appearance, consistent to final area of rupture.

Diametrically opposite the dowel radial ripple marks were apparent suggesting propagation of fractured from the outer periphery, these extending inwards for less than a quarter of the radius and over about one quarter or less of the circumference.

The remaining part of the smooth area referred to was free from fretting marks, which would had suggested failure having progressed over a period of time, and this, clear of the rippled area at outer part, appear to have suddenly parted.

The annular landing face of the bolt head to the corresponding landing on the bottom end bearing indicated contact to have been made for only five eights of the circumference, the remaining area being slightly discoloured.

At the fillet or radius at change of section the machined finish was not good and with tool marks visible.

There was no records on board as to when the bolt was originally fitted but the bearing was opened out for survey about twelve month previously.

The undersigned would suggest that the bolt failed due to a combination of bending and cyclic stresses over a period of time, culminating in fatigue of the metal and eventual failure.

In view of the condition of the bolt head and nut landings other side rod bottom bolts were removed and the condition of the landings found to be similar and some cases, worse.

As already detailed all the remaining bolts were renewed and the landings machined in-situ.

### COST OF REPAIRS.

Up to the date of issuing this formal Survey Report the following repair accounts have been endorsed, subject to the liability of Underwriters and adjustment in the usual manner.

### REPAIRS AT PORT SAID.

Messrs. Makatten Engineering and Marine Works Co's, account totalling £E2775.00 is relevant to damage, £E 128.00 in respect of removing other side rod bottom end bolts, facing landings, fitting and hardening up Owner's replacement bolts; the balance of £E 135.00 to Owner's account for other repairs effected.

### FURTHER ADJUSTMENT OF BOTTOM END BEARING AT SUEZ.

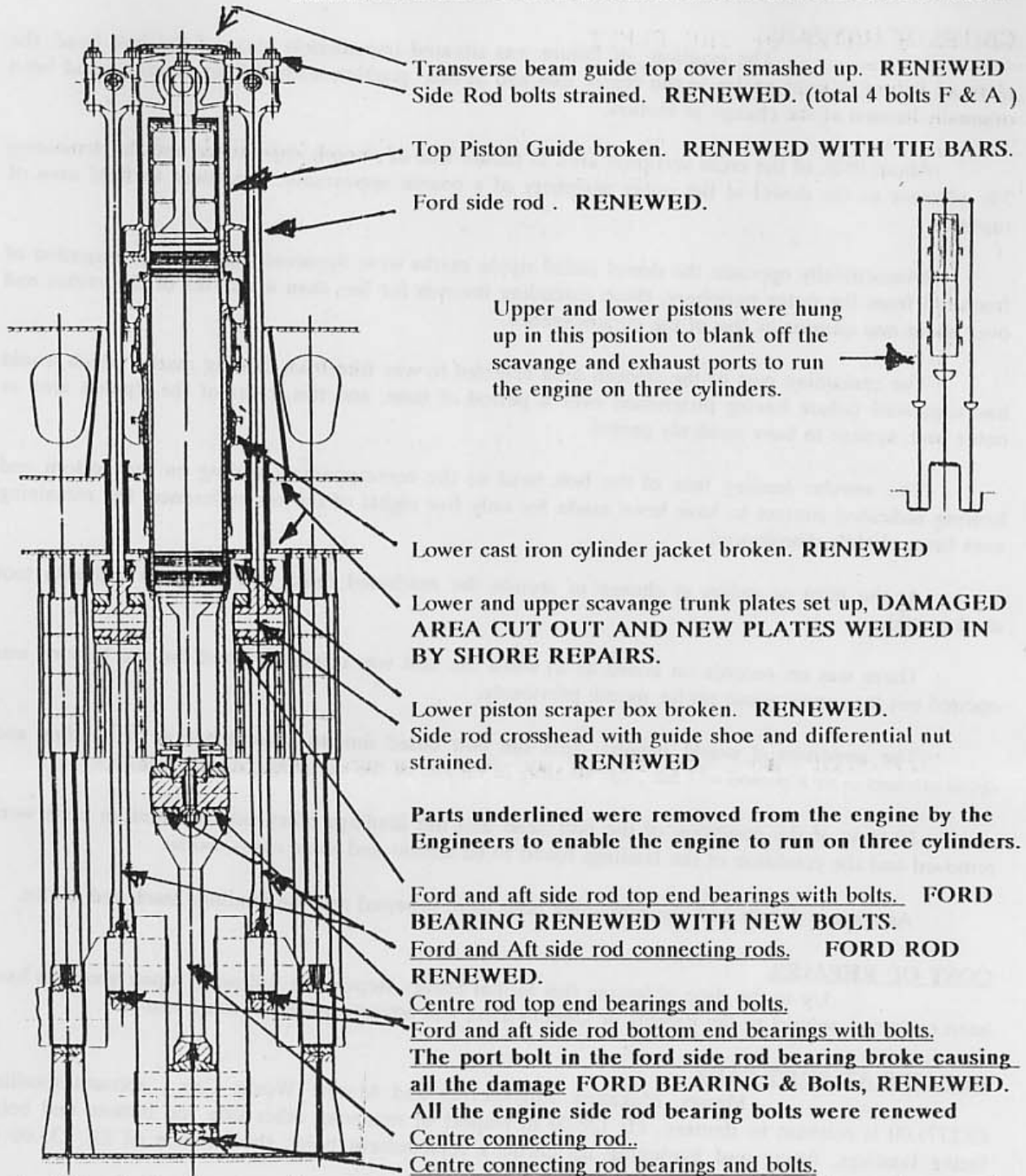
The Port Said Engineering Works (PortTewfic) account amounting to £E 169.92 M/M.

### PRINCIPAL DATES.

Vessel arrived and berthed at bouys at Port Said P. M. on 30th January 1962.  
Repairs commenced P.M. on 30th January 1962.  
Repairs completed P.M. 12th February 1962.  
Adjustment of bearing at Suez commenced A.M. on 15th February 1962.  
Repairs completed on 16th February 1962.

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**J.L.Morris.**

**M.V. "ATLANTIC" CITY cross section through LB Doxford engine.**



The Ships Engineers were split up into two shifts , they did all the re-assembly of the engine, scraping in bearings and handling all the heavy parts. They all worked extremely hard and completed the repair in line with the completion of the loading of the salt cargo, no time was lost by the vessel. The shore repairers did the machining in their workshop and fitted and welded in the scavage trunk plates

**OBITUARY. Dr. HARRY WATSON, OBE, CEng. FIMar.E.**

Published in the April edition of The Institute of Marine Engineers "BULLETIN" is the obituary of Dr. Watson, who was the man behind the RUSTON AO ENGINE. He died on the 11th January 1998 at his home, he was 68 years old. Many of our Engineers will remember Dr. Watson who used to visit the "WELSH CITY" and "CORNISH CITY" to try and sort out the problems that we were having with the AO engines. He was the Managing Director of Ruston Diesels and then went to Mirrlees as Technical Director and then Managing Director.

MEMORIES - SHIPS OF THE FLEET

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HOUSTON CITY (No:1)

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- 1934 Built by Furness Shipbuilding Co.-Haverton Hill for the Leeds Shipping Company.
- 1940 Mined and sunk off the East Oaze Light Vessel 21st.Oct.

HOUSTON CITY (No:2)

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- 1942 Built by William Doxford & Sons Ltd,Sunderland for the Reardon Smith Line.
- 1960 Sold to Anglo-Chinese Shipping Co.(Mollers)Hong Kong and renamed "CASTLE PEAK"
- 1961 Transferred to River Line Ltd.(Mollers) London and renamed " SANDYS RIVER"
- 1967 Transferred to Shun Yu Investment Co.Hong Kong and Panama Flag by Holly Navigation and renamed "JULIANA"
- 1968 Renamed " PROMINENT STAR"
- 1968 Transferred to Clara Shipping Corp.(Panama) and renamed "GOODWIN" and broken up by Mollers in Hong Kong Oct.1968

HOUSTON CITY (No:3)

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- 1963 Built by William Doxford & Sons Ltd,Sunderland for the Leeds Shipping Co.
- 1969 Transferred to the Reardon Smith Line
- 1972 Sold to Scarba Ltd.(William Brandts Leasing) and renamed "MARIA ELISA"
- 1978 Transferred to Venus Ltd.
- 1980 Sold to Hi Star Shipping of Hong Kong And managed by John Mcrink & Co.,Hong Kong and renamed "ALPAC AFRICA"
- 1987 Delivered to scrapyard in Kaohsiung early 1987.

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## T E A M W O R K

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There are four people named EVERYBODY, SOMEBODY, ANYBODY and NOBODY

There was an important job to be done and EVERYBODY was asked to do it.

EVERYBODY was sure SOMEBODY would do it.

ANYBODY could have done it, but NOBODY did it.

SOMEBODY got angry about that, because it was EVERYBODY'S job.

EVERYBODY thought ANYBODY could do it but NOBODY realised that EVERYBODY wouldn't do it.

It ended up that EVERYBODY blamed SOMEBODY when NOBODY did what ANYBODY could have done.

And they have the cheek to call that QUALITY ASSURANCE !

- \* -

Mike Slayman & Larry Fletcher sailing on the "ATOYAC" were able to meet up with Jon J. Moore who is the stevedore operations manager in Whangarei, North Island, New Zealand where they were discharging phosphate & potash from Aqaba, then loading coal in Lyttleton for discharge at Penco, Chile. Keith Morgan will be relieving Larry Fletcher at this port.

Our best wishes for speedy recovery go to Betty Johns, still recovering after her fall and to Wyn Evans after his appearance at the Eisteddfod and his brief hospitalisation on his choir coming second ( mild angina attack).

## O B I T U A R I E S

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"Teg" Williams, ex Radio Officer with RSL crossed the bar on 21st May.

We express our sympathy to his wife, Jackie, on behalf of all the Company staff.

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