

## 5-A DIVISION

Few people give thought to the fact that not all shipboard machinery lies in the engine room spaces. On a ship the size of the Admiral Capps there are literally hundreds of mechanical units scattered throughout the ship. The task assigned the motor machinist's mates, machinist's mates, and firemen of 5-A Division was that of continually checking and maintaining this assorted equipment.

To begin with, 5-A Division maintained all of the refrigeration machinery upon which the Capp's perishable foodstuffs and stores depended. The continual functioning of this machinery was essential in order to prevent spoilage. Each of the 52 scuttle-bams contained a refrigeration unit to be cared for. Add to this the various pantry, galley, and miscellaneous cold units, and you have a general picture of the refrigeration maintenance problem aboard ship.



*Switching pumps in the steering engine room*



*Starting the emergency Diesel generator*

In addition to refrigeration, 5-A Division was charged with the maintenance and repair of all gasoline and Diesel engines aboard. This included boat engines, Diesel generators and pumps, and handybills. All cargo winches, boat winches, and the anchor windlass had to be checked and periodically greased.

The galley with its machinery presented a major problem. It contained units, nearly as many and complicated as those in the main engineering spaces, involving steam, fuel oil burners, large pumps, a garbage grinder, potato peeler, a dough mixer, etc.

The machinery in the laundry and tailor shop could give, and did give, as much trouble as any department on the ship. In