

5-A DIVISION



The boat engine gets a check over

spite of frequent overhauling, the washers, extractors, tumblers, presses and mangles often required special repairs and replacements. If your laundry was a day late in returning, don't complain — if it hadn't been for a couple of machinist's mates working overtime on a tumbler or a presser, you might not have it back yet.

One of the most important units maintained by 5-A was the steering engine. Oil was forced by hydraulic pumps into the rams at even greater pressure than that of the steam used to drive the main turbines. During manovering conditions both pumps operated continuously; in case one fails, the load is automatically shifted to the other. Normal operation at sea required only one unit.

The complete ventilation system (except for motors and their controlling devices which 5-E Division handled) was another job for 5-A Division. This entailed a great amount of cleaning. The blowers and suction and discharge screens became filled with dust and waste rapidly. The heaters also required constant maintenance and repair due to steam leaks, frozen traps and regulating valves which had become deranged.

When the enormous number of mechanical devices outside the engine rooms proper are considered, not to mention the great variety of those devices, it is a tribute to the industry and efficiency of 5-A Division that this machinery was made inconspicuous by its continued smooth functioning.



Checking the ice machines