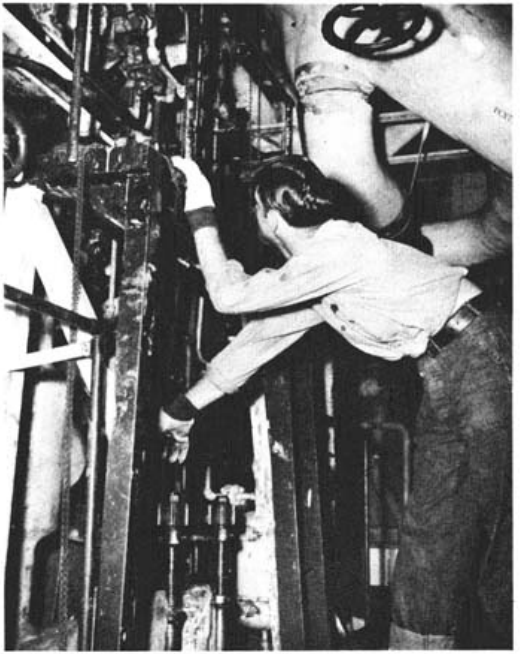
5-B DIVISION

burners must be cut in and out and the fuel oil pressure varied as the ship changes her speed. The air supply must be adjusted to provide for proper combustion in the furnace, and the supply of water must be regulated to keep the water in the boilers at a constant level. Since boilers cannot be secured for any length of time while underway, the majority of repair work must be done in port. Valves and piping must be repaired, gages calibrated, soot and scale accumulations removed, etc. In addition to this, the ship must be fueled for the next trip — a tricky operation if it is to be done at top speed and without allowing the oil to overflow or the ship to take on a list.

In addition to the above, further credit reflects on the men of 5-B Division when it is realized that their work was done in the withering heat of the fireroom where temperatures were seldom less than 100° F. and reached 120° F. in hot climates, such as, the Panama Canal Zone. The firemen and watertenders of the ADMIRAL CAPPS, who, with little or no sea experience, stepped aboard a strange ship and operated the boilers throughout the war without a single major fireroom casualty, have good reason to be proud of a difficult job well done.



Check man adjusting feedwater supply