

5-M DIVISION



Lathe work in the machine shop

In spite of the closed cycle in the fresh system, there was always some steam and water loss through leakage, noncondensing apparatus, and nonreturn drain systems. This loss was made up by the operation of two distiller condensers supplying a total of 8,000 gallons per day. The entire ship's fresh water supply came from this source.

In addition to the main propulsion plant and the distiller condensers, 5-M Division was responsible for the auxiliary turbo-generation and the various auxiliary machinery located on the lower machinery level, such as, feed pumps, circulating pumps, bilge oil pumps, bilge pumps, fresh water pumps, and fire and sanitary pumps.

Since only a few repairs can be made to the main plant while underway, members of 5-M Division stand a "distiller watch" at the main control panel, an "oiler watch" on the lower machinery level, and an "evaporator watch" on the Distiller condensers.

These men on watch kept constant check on the gauges and meters that indicated whether or not the plant was functioning properly. Cause of any abnormal operation must be determined immediately and the fault corrected so as to keep the plant operating. Many times this called for work throughout the night since a mechanical apparatus is not respectful of an 8 hour work day. It is due to the willingness of the men in 5-M Division to thus subordinate themselves to the needs of the machinery that the main plant functioned at its rated horsepower day and night, month after month, through smooth or rough weather.



Answering bells on the main control board