



The Engineering Department during DEEP FREEZE '80 battled and held their ground remarkably well in the face of relentless, malevolent, mechanical adversity. Prior to departure the engineering force worked through the weekends right on up to sailing date. The majority of the faces below decks were on their first deployment. This necessitated closing down B-2 engine room for the first week underway in order to break-in additional personnel in B-1 and B-3 engine rooms. (As we all know, personnel get broken in very quickly on the GLACIER). How about a main engine disassembled in B-1 for starters? All three starting air compressors failing during the trip? Three fire pump motors having to be rewound? Yes, the GLACIER certainly does provide excellent training for the up and coming engineer. Both the MK-23 gyrocompasses failed this year-the electrician mates were constantly tending them. And, of course, evaporator was a dirty word to A-Gang after DEEP FREEZE '80. Immediately upon leaving Long Beach, emergency water conservation methods went into effect for the thirteen day trek to Tahiti. Fresh water production was up to 60% of peak operating capacity at some points during the trip - partly due to watchstander's careful watching. But for most of the trip, A-Gang spent a lot of time tracking down leaks and simply trying to offset water consumption.

An hour after leaving Long Beach, No. 1 Ship's Service Generator failed, its bearing assembly removed, to be repaired and then flown to Auckland, NZ to await the ship. It was reinstalled in Auckland, only to experience a crankcase explosion on 20 January 1980 in the lower vertical drive. This lower vertical drive assembly was rebuilt, only to discover the same problem affecting the upper vertical drive. With no parts on board the engine remained inoperable for the rest of the trip.



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