

ENGINEERING



LT MICHAELS
ENGINEER OFFICER



LT HOLLAND
DAMAGE CONTROL ASSISTANT



LT (JG) OWENS
MAIN PROPULSION ASSISTANT



ENS ALLEN
ELECTRICAL OFFICER

DEPARTMENT



EM

FRONT ROW—GRATTEN, B.; KNUTSON, W. L.; CHERRY, C. W.; PEARSON, G. A.; SODERSTROM, G. L.; BERRY, E. A.; KEITH, R. M.; WARD, J. R.
BACK ROW—HEAD, L. K.; LIVINGOOD, D. D.; WOODWARD, F. J.; PINGEL, L.; HOESCHE, F. A.; HARTMAN; DUFF; RUSSELL, W.; CARR, G.; OLIVERSON, C. J.; BRUCKLER, H.; MCKEE, J. G.

TO MOST PEOPLE ON THE SHIP, A MACHINISTS MATE WORKS "DOWN THE HOLE" WHERE HE GOES WHEN TURN TO IS PASSED AND EMERGES IN THE AFTERNOON SWEATY, AND COVERED WITH GREASE. THIS IS TRUE IN A WAY, BUT TO THE PEOPLE WHO WORK DOWN THERE, EVERYDAY IS A CHALLENGE: "WHY WON'T THE EVAPORATORS DISTILL GOOD WATER?" "WHAT HAPPENED TO THE HIGH PRESSURE AIR?" AND THE NEVER ENDING QUESTION "WHAT HAPPENED TO ALL THE FRESH WATER?"

DURING THE TIME WHEN EVERYTHING IS RUNNING NORMALLY THE WORKING MM'S REAL TALENT COMES OUT, HOW TO LOOK LIKE HE IS WORKING AMID ALL THAT MASSIVE MACHINERY. THIS TALENT IS SHOWN AT ITS BEST WHEN EITHER ONE OF THE ENGINEERING OFFICERS MAKES HIS ENTRANCE. SUDDENLY EVERYONE HAS SOME TASK THEY ARE LABORING OVER, WHETHER IT BE SHINING A VALUE WHEEL THAT WAS SHINED AN HOUR BEFORE OR POURING OVER MACHINERY HISTORY LOGS TRYING TO BRING THEM UP TO DATE. BUT ALL KIDDING ASIDE, THE MEN OF THE KING CAN BE PROUD OF THE EM DIVISION AND THE WORK THAT THEY DO. FOR MANY A TIME HAS PASSED WHEN IF IT HAD NOT BEEN FOR THEIR SKILLS WE MIGHT HAVE BEEN STUCK IN THAT BIG OCEAN, A WELL DONE GOES TO THE MEN OF THE EM DIVISION.





CONN: MAIN CONTROL, REQUEST SLOWING TO 15 KTS, SO THROTTLEMAN CAN REMOVE HIS ARM FROM THROTTLE WHEEL.



I WONDER IF THIS THING REALLY WORKS



YOU MEAN YOU DON'T KNOW WHAT A SCUTTLE SHIP VALUE IS?



"DO YOU KNOW WHERE I CAN GET A
"BOBBY PIN"



HE THINK'S HE KNOW'S WHAT HE'S DOING, SHOULD I TELL HIM ITS SECURED.



ER

FRONT ROW—PINGER, C.E.; WERNER, J.E.; ANDERSON, J.J.; KIEFER, W.S.; BYRUM, R.L.; LONG, R.C.; CARTER, C.A.; BRACKETT, W.G.; SWISHER, R.R.; IRIZARY, C.

MIDDLE ROW—DENTON, S.R.; ENS, ALLEN; STONEBURIVER, R.P.; BATTYLE, R.L.; CASH, A.D.; BARTOSZEK, R.J.; FRUH, D.E.; STINE, R.F.; DORAN, S.A.; TABLERT, S.E.; LAFAYE, R.W.; COOK, JENNENING, T.A.; SAMUELSON, C. E.

REAR ROW—PAGETT, W.L.; SOLIS, A.M.; CLARK, R.A.; SHIEFIELD, M.G.; JONE, H.G.; SWEENEY, P.E.; PARIS, B.J.; GILLEY, D.M.; JENSEN, R.P.; VICKERS, R.C.; WITHROW, R.E.; LTJG HOLLAND

YOU GROPE AROUND IN THE DARK TRYING TO FIND THE TELEPHONE SO THAT YOU CAN REPORT THE STUFFED DRAIN IN THE HEAD. AH. YOU HAVE FOUND IT. NOW DIAL 343 . . . DEAD!

YOU HAVE JUST BEEN INTRODUCED TO ER DIVISION, THE DIVISION WITH ITS FINGERS IN MORE PIES THAN ANY DIVISION ON THE KING.

THE DIVISION IS SPLIT INTO FOUR GANGS FOR EASE IN CONFUSING THE POOR SOULS THAT HAVE TO MAKE A TROUBLE CALL. LEADING OFF ON THE RUN DOWN OF GROUPS IS THE "A" GANG, THESE MEN ARE THE ONES WHO MAKE SURE THAT THE UTILITY BOAT IS ABLE TO MAKE LIBERTY RUNS, THEY SUPPLY THE AIR CONDITIONING THAT WE DON'T NOTICE UNTIL IT IS SECURED. THESE ARE THE MEN WHO YOU WILL GO TO SEE WHEN YOU NEED A SPECIAL TOOL, STEAM OR HP AIR TO YOUR SPACE, A HOLE DRILLED IN SOMETHING, OR A THING-A-MA-BOB TURNED OUT ON THE LATHE. THEIR REEFER MACHINES KEEP THE REEFERS AT THE RIGHT TEMPERATURE TO MAKE SURE THE CHOW ISN'T RUINED BEFORE IT GETS TO THE GALLEY. THEY MUST MAINTAIN THE EMERGENCY FIRE PUMPS, THE STEERING GEAR, AND THEY MUST INSURE THAT THE EMERGENCY DIESEL IS IN A CONSTANT STATE OF READINESS TO ACCEPT FULL ELECTRICAL LOAD ON THE GENERATOR.

THE ELECTRICIANS GROUP OR "E" GANG IS NEXT ON THE LIST. THIS GROUP HAS ITS HANDS FULL WITH THE SHIP'S ELECTRICAL TROUBLES AND IS SPLIT INTO TWO SEPARATE SUB-GROUPS, THE POWER PUMP AND THE LIGHTING GROUP. THEY TAKE CARE OF AND OPERATE THE SHIP'S SERVICE GENERATORS, EMERGENCY GENERATORS, DISTRIBUTION BOARDS AND PANELS AND ALSO MOST OF THE MAJOR ELECTRICAL INSTALLATIONS. THEY ALSO HAVE SECONDARY FUNCTIONS THAT INCLUDE MAINTENANCE AND CHECKS ON ALL VENT MOTORS, PORTABLE TOOLS, BATTERIES, LIGHTING, AND MISCELLANEOUS ITEMS SUCH AS TOASTERS, IRONS, AND ETC. THAT CONTRIBUTE TO OUR CONVENIENCE AND WELL BEING.

NOW WE COME TO THE SHIPFITTER OR DAMAGE CONTROL GROUP. THIS GROUP CONTAINS SHIPFITTERS, PIPEFITTERS AND DAMAGE CONTROL MEN. THE PRIMARY FUNCTION OF THIS GROUP IS DAMAGE CONTROL ON THE KING AND TO INSURE THAT THE KING'S MEN ARE INSTRUCTED AND QUALIFIED IN THE WAYS OF DAMAGE CONTROL. THEY MUST ALSO BE AVAILABLE IN CASE SOMEONE WISHES TO HAVE SOME WELDING OR CUTTING JOB DONE. THEY ARE ALWAYS ON HAND TO UNPLUG A DECK DRAIN TO PROVIDE EQUIPMENT FROM THEIR DAMAGE CONTROL LOCKERS IN EVENT OF EMERGENCIES. THESE MEN PLAY A MAJOR ROLE IN KEEPING THE SHIP SEAWORTHY AND IN TRIM TO COMPLETE HER PRIMARY PURPOSE AS A WAR SHIP.

FINALLY, LAST BUT NOT LEAST IS THE IC GANG. THESE ARE THE MEN WHO ARE RESPONSIBLE FOR THE SHOWING OF ALL THE BAD MOVIES THEY MANAGE TO SNEAK ABOARD AND THE HORRIBLE SELECTION OF RECORDS ON THE SHIP'S JUKEBOX. THEY ARE RESPONSIBLE FOR ALL INTERIOR COMMUNICATIONS ABOARD SHIP WHICH MEANS WHEN YOUR TELEPHONE DOESN'T WORK YOU CAN BLAME THE IC GANG. THEY ALSO ARE RESPONSIBLE FOR OPERATING AND MAINTAINING THE GYRO COMPASS, TACHOMETERS, WIND INDICATORS, GENERAL ANNOUNCING SYSTEMS AND ONE HUNDRED AND ONE DIFFERENT ALARM CIRCUITS THROUGHOUT THE ENTIRE SHIP, PLUS THE SHIP'S ENTERTAINMENT SYSTEM.



WHAT'S WRONG COULDN'T YOU GET
ANY BIG CALIPERS



DO IT RIGHT NOW



WHAT'S YOU DOING?



NOW DON'T HIT MY FINGERS



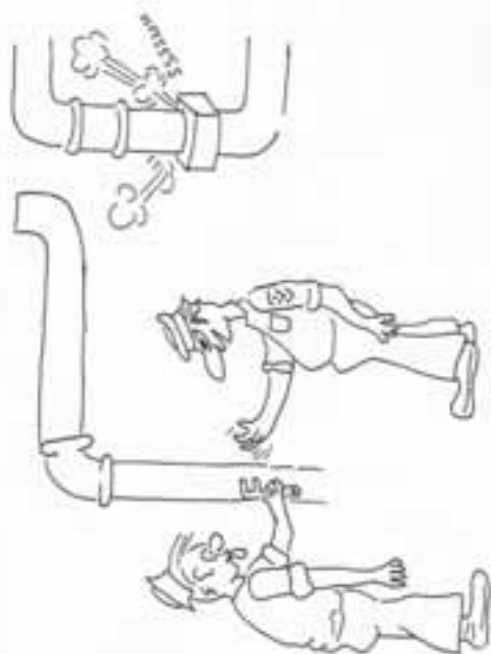
WHAT YOU TRYING TO DO SHOCK
ME



BOTTOM ROW—BOATMAN G. E.; TRUJILLO S.; MATHIS K. L.; GAGNON J. P.; GILBERT A. W.; KENT E. G.; MARSHALL D. C.; CROWNE F. N.; TERREL U. S.; SMITH J. L.,
 MIDDLE ROW—NICKLES W. M.; KIMBROUGH B. L.; FRANCISCO C. W.; SULTAN W. R.; KIGHT J. H.; CROCKER D. R.; MORGAN T. W.; NIGHT-INGALE D. A.; LAPPINO M. H.; CORDELL J. R.; WHITE R. R.; SMITH W. B.
 TOP ROW—LINDSEY J. W.; VINES J. C.; HOCKADAY E. B.; WOOD J. R.; SHERMAN J. M.; GONOS B. C.; SASSER, ENGLEND E. D.; HARDIE, CARTER C. W.; LARKING L.



EB B



YOU IDIOT COULDN'T YOU FIND
 A LARGER WRENCH?

EB DIVISION, CONSISTING OF SOME FORTY BOILER TENDERS (BT), CHARGED WITH THE RESPONSIBILITY OF GENERATING STEAM TO SERVE THE TURBINES, TURBO GENERATORS, AUXILLIARY EQUIPMENT, THE GALLEY, LAUNDRY, AND STEAM HEAT THROUGHOUT THE SHIP. BECAUSE EB DIVISION, DOES A GOOD JOB OF EXECUTING ITS RESPONSIBILITY, ALL OF THE OTHER KING PERSONNEL HAVE BEEN ABLE TO UTILIZE THEIR OWN EQUIPMENT TO HELP MAKE KING THE FINEST SHIP IN THE FLEET.

THE GOING HASN'T BEEN EASY FOR EB DIVISION. BOILERS, THE BT'S MAIN EQUIPMENT, REQUIRES A GREAT DEAL OF MAINTENANCE, MAINTENANCE THAT MUST BE PERFORMED WHEN THE BOILERS ARE SECURED. CONSEQUENTLY, IT MUST BE PERFORMED IN PORT ON AN AROUND THE CLOCK BASIS. MANY LONG HOURS HAVE BEEN SPENT CLEANING AND REPAIRING THE SHIP'S BOILERS, MAINTAINING THEM IN A CONDITION OF MAXIMUM READINESS SO THAT WHEN KING GETS THE WORD TO GET UNDERWAY, SHE CAN; AND SHE DOES.

BECAUSE OF THE EXTREMELY HIGH FIRING RATE OF KING'S BOILERS, IT IS NECESSARY THAT COMBUSTION AND FEED WATER BE CONTROLLED BY AN AUTOMATIC SYSTEM. UNLIKE THE BOILER TENDER OF THE PAST, OUR BT'S MUST HAVE A TECHNICAL UNDERSTANDING OF PNEUMATIC AND ELECTRICAL CONTROLS, AND HE MUST BE ABLE TO MAINTAIN AND REPAIR THEM.

IN ADDITION TO THE MANY TASKS ASSIGNED EB DIVISION, THE DIVISION IS ALSO RESPONSIBLE FOR FUELING THE SHIP. AS EVERY BT CAN TELL YOU, THE ONLY TIME A SHIP IS EVER FUELED IS EITHER AT SEA OR DURING LIBERTY HOURS. EB DIVISION HAS TAKEN ON BOARD KING ALMOST 3,000,000 GALLONS OF NSFO, PUMPING AT APPROXIMATELY 1000 GALLONS PER MINUTE, THAT'S APPROXIMATELY 50 HOURS OF LIBERTY LOST. NO COMPLAINTS ARE HEARD HOWEVER, IT'S PART OF THEIR JOB WHICH THEY PERFORM WILLINGLY AND WITH ENTHUSIASM.

THE EB DIVISION HAS ATTAINED AN ENVIABLE RECORD OF PERFORMANCE, AND OF THEMSELVES THEY MAY SAY, AS ENGINEERS ALWAYS ENJOY SAYING, "WE HAVE NEVER MISSED A BELL".



SEE I TOLD YOU TO TURN IT THE
OTHER WAY!



WATCH IT, WATCH IT!



WAIT TILL I CATCH THE GUY THAT INVENTED
FUEL OIL.



WHEW!



POUR IT SLOWLY, SLOWLY