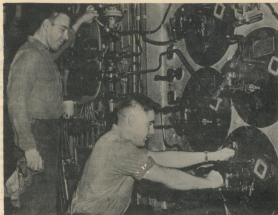


Big Benn Workhorses Hold Key Job

Since the beginning of sailing history, man has always needed a source of power to put his vessels in motion. Early in time he used a sail and let nature push him wherever he went, but as time progressed and larger and more advanced ships were developed, the engine was the answer.

With this advancement, the size of the crew on the engine driven vessel was increased. Firemen and Boilermen were needed to keep her running and to keep her safe. So as it is today, we have the Firemen and Boilermen, the men of the B Division of Big Benn. Their job is important and must be carried out with extreme caution. The slightest mistake or miscalculation with a fuel valve or the amount of steam running through a line could cause a terrific explosion. Keeping the boilers at the right temperature and sufficient gallons of water in the boilers is another important job. Too much or too little could prove dangerous to the ship and its crew. In addition, they must keep the regular 600 pounds of steam running through the lines for both the galleys and the laundry so they can maintain operation. The checking and rechecking of all their work in the firerooms is a must.

Mother Nature's fuel was very cheap when sails were flying but today on Big Benn, with the steam powered engines, the price of motion has gone up. During the month of August after leaving New York, 477,294 gallons of fuel were used. The cruise around South America and here in the Far East shows a grand total of 7,154,032 gallons. Considering the cost of the fuel at 14¢ per gallon, the surprising cost of \$1,001,564.48 would be the result.



The fresh water on Bennington is another interesting system which every man on board should know a little about. This also is a job of which the B Division is in charge. To make fresh water, salt water is evaporated by an evaporating machine and the vapors are condensed into fresh water. During the process of one day, 24 hours, 92,000 gallons of fresh water is consumed by the ship. 30% of this water is for the boilers in the firerooms. The remainder is for the crew's use. Since departing New York the evaporating spaces have produced 3,760,512 gallons for feed water and 6,871,315 gallons of potable water (crew's use). The complete total of water supplied for the ship by the evaporating system since leaving New York in August, to the 15 of January is 10,631,827 gallons. However, this figure does not include the water received from the shore activities when in port. At the present time each man is using an average of 29.7 gallons of water per day.

CHECKS PRESSURE - Jerry Schvernefus, FN, checks the steam pressure in a burner in Fire-room 2.

THE "BLACK GANG" - John Carr, BT3, (left) raises the oil pressure as Merline Boland, FN, cuts in another burner.

Beside the four on and eight off watches the fellows in the firerooms and evaporating space stand, they must tolerate the constant heat which is reflected by the burners in the firerooms. When it gets around 140 degrees all day long and night - Man, that's hot!

Yes, the B Division can well be called the "workhorse" of Big Benn. For theirs is the job on which we all depend - keeping those screws in motion.



No. 3
Fire
Room