



## Benn's Laundry Features Twenty-Four Hour Service

When in port, most divisions generally have their jobs a little easier and Bennington's Ship Service Laundry is no exception. But when "Big Benn" goes to sea, the difference in work loads begins to show up.

First, Benn picks up the Air Groups in San Diego, increasing the laundry's work load. This brings the number of personnel working in the laundry to about 21, seven men assigned to each of three eight-hour shifts around the clock.

These men have to do about five officer lots per week and two for the chiefs. These lots are comprised of from 70-80 bundles of laundry, about five pounds in each one. But that is not all. They also have the rest of the crew to take care of. Besides the officers and chiefs, the laundry has to put out finished work for: boat-swain mates of the watch, all bridge watch standers, the stewards, the boat crews, the quarterdeck watch standers, after brow watch standers, the COMASWGRU FIVE band, corpsmen, and the Mess Decks MAAs.

To do the job assigned them, the laundry crew is working in a space that was designed to comfortably do the job for the normal ship's company when it was commissioned in 1944. But the total amount of personnel has been increased since that time while the space remained the same.

There are two washers below

the mess decks, a small one that takes a load of 170 pounds and a large one that can accommodate 350 pounds of laundry, three extractors, five dryers and six pressers.

The time element involved in washing the ship's laundry oftentimes gets to be a lot of work for the below-decks crew. The normal washing time for a load in either of the washers is about 45 minutes. A small amount of water is first put in the washer, then some load of whites, and two pounds of a substance that loosens up the soil. Some soap gets put in next, then later the bleach, until, after the clothes come out of the washer, they have been subjected to 350 gallons of water, three pounds of dirt breaker, one pound of soap and four ounces of bleach. All of the formulas for the proper amount of all ingredients to be used in washing are worked out beforehand by the manufacturers of the ingredients in the States, for both stateside use and for overseas.

There is a definite difference in the laundry work in the States and over here now. When Benn is alongside Pier Echo and receiving water from the base, the work is twice as difficult because of the hardness of the water, causing more soap to be used to do the same job as when the laundry uses water from the ship's evaporators. Right now, the

## Promotions

(CONTINUED FROM PAGE 6)

Robak, R., RM3  
Roberts, G.D., CS3  
Rosentreter, B., CS3  
Rude, G.A., SFF3  
Smithner, D.W., M3  
Spratling, D.H., M3  
Stroud, H.E., BT3  
Tallett, H.J., RD3  
Thompson, G.N., GM3  
Turner, P.E., RD3  
Tyler, J.S., RD3  
Vandepas, C.A., SFF3

### TO E-5

Adair, G.C., BT2  
Boyce, M.C., RM2  
Clark, T.E., BT2  
Cofer, J.V., EM2  
Crandall, L.K., SM2  
Cruise, W.E., EN2  
Culhane, M., ABH2  
Darby, J.W., EM2  
DeFoe, F.D., ETW2  
Fitzgerald, V.L., M2  
Handy, F.L., BT2  
Heipel, F.F., M2

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"You want to know why I've come home half loaded?" said the scoused spouse. "Because I ran out of money, that's why."

laundry isn't big enough to do the right job overseas because of the added workload of the laundry of the Air Groups, and the lack of enough trained personnel in the laundry to get the job done.

One way the whole crew can make the laundrymen's job a little easier is to make sure all your gear is stenciled properly. This means good, clear regulation stencils on every article of clothing put in the laundry.

One sure way to avoid "lost" gear is to have it properly stenciled. Also, if you ever find laundry coming back to your compartment that you know doesn't belong there, don't just stick it back in the laundry bag and hang it on the bulkhead. Turn it back in to the laundry so it can be given to the proper owners.