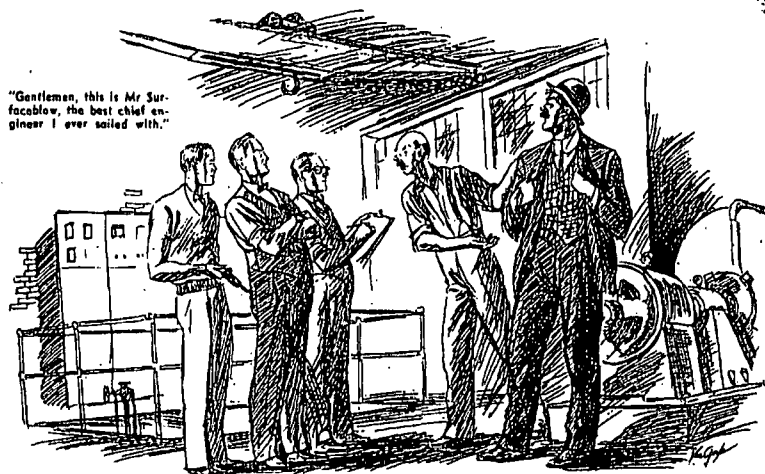


"Gentlemen, this is Mr. Surfaceblow, the best chief engineer I ever sailed with."



The Governor Goes Hunting

► A LETTER FROM JAMES WHYTE of Lynwood, California, brought back some interesting memories of our World War II experiences aboard ship. In my own case I was aboard an AKA (attack cargo amphibious), while Jim writes about a Navy tanker.

Because of the great activity in ship yards, green personnel and demand for new ships, life was a little on the hectic side down below in the engine room.

"Maybe this letter will cause Marmaduke Surfaceblow to sound off about something," I thought after reading Whyte's interesting note. So I put on my coat and headed for the old consulting engineers office above O'Houlihan's Machine Shop & Engine Works.

Marmy was wading through a manu-

facturer's catalog when I barged in. His desk was stacked with literature and it looked like he was doing some real masterminding. There were electrical blue prints all over the place.

"Here's an incident that took place aboard a Navy tanker in the last war," I said quietly, not wanting to break into the old boy's high-pressure thinking too suddenly.

Marmaduke looked up from his work and barked, "BILGEWATER ON NAVY TANKERS! I'll tell you about a turbine governor that had everybody hunting—including me."

With that Marmy leaned back in his swivel chair, hoisted his size 16 canal boats up on his old desk, lit a rope yarn and started puffing furiously. Then he characteristically stuck his huge thumbs into the armpits of his checkered vest and blasted away.

"Back in the winter of 1937 I walked off the freighter *SS Orisoba* when she pulled into San Francisco. The maritime strike was in full swing and ships were struck soon as they arrived in port.

"After dropping anchor in a rooming house off the Embarcadero, I looked up my old shipmate Jim Gillispi who had taken over the chief's job in a sugar mill across the bay near Oakland. Next morning I visited his plant and I could see that Jim was having his troubles.

"The place was filled with big shots, all running around in circles. And I

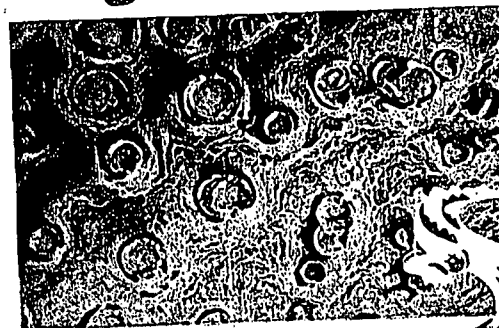
could see that this madhouse was caused by one of the turbo-generator sets. It kept racing and slowing down while the governor was on a wild hunting spree. Then the overspeed trip would stop her. Started again, she would go through the same crazy antics, whining like a four-alarm fire siren. And those meters swinging back and forth on the instrument board made your head spin like a propeller.

"This was better than a circus side show, so I sat down on an empty packing case and took it all in quietly. Later I learned the steam turbines and electrical equipment had gone through a major overhaul a few weeks before and something had gone haywire—but good.

"There were three turbo-generators of 500 kva at 480 volts, 3 phase. The turbines, generators and exciters had all been torn down by an outside firm and were supposed to be put into first class condition. The contract called for a design test run of two hours at full load, a half hour at 120 per cent load each, then parallel operation of all three and any combination of two. That meant three generators to be operated singly in parallel of two, or all three on the line at once.

"Numbers 1 and 3 were ready first. They passed their test with flying colors, after only a few minor adjustments. But when No. 2 was put on for (Continued on page 238)

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for a Boiler Lining



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