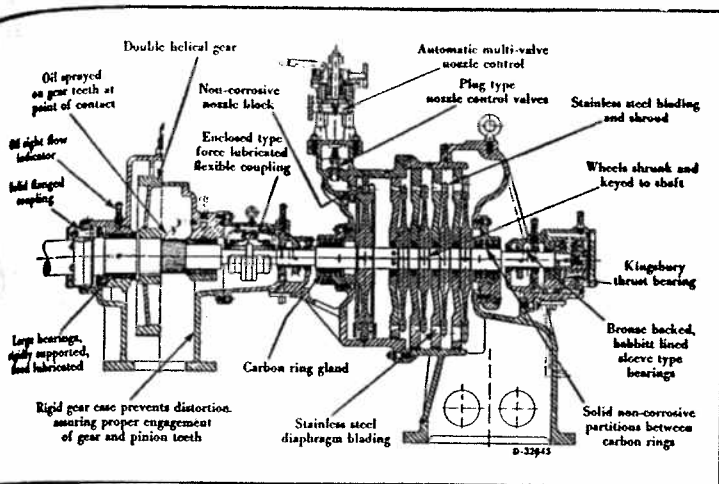


THE WORTHINGTON Marine

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All C-4 Troop Ships' Auxiliaries and Lighting Powered By Worthington Turbine Generators



**Cross-Sectional View of Turbine End
Shows Reasons for Peak Performance**

Every C-4 Troop Ship built to date is equipped with three 300 kw. or 400 kw. Worthington Turbine Generator sets to power deck machinery, lighting, engine room auxiliaries, ventilation, refrigeration, etc.

The ability of these power units to perform at maximum efficiency under all operating conditions depends on three factors: design, manufacture and testing.

Studying the above cross section . . . you'll get a good idea of Worthington's trouble-free design . . . the result of 25 years of turbine engineering. Backing up that design, is Worthington's 100-year history of manufacturing dependable machinery. It's not surprising, therefore, that Worthington Turbine Generators are making good where top performance is a "must".

Worthington takes no chances. Every unit in its complete line of auxiliary turbine generator units for direct and alternating current — 150 to 500 kw. — is tested under the actual steam conditions and load for which it was designed. These exhaustive tests are made in the country's most modern and efficient test block at Worthington's Wellsville plant . . . one reason why there's more worth in Worthington.

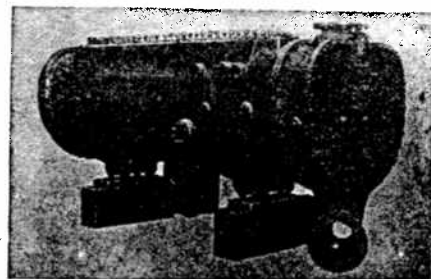
WORTHINGTON



*Worthington Engineers from the Rough Layout
to the Ships at Sea

Pumps & Turbo-Generator Sets . . . Centrifugal, Steam, Power, Vertical Turbine & Rotary
Compressors . . . Diesel Engines . . . Air Conditioning & Refrigerating Equip-
ment . . . Power Plant & Transmission Equipment . . . Liquid Meters . . . Welding post-
ions . . . Deserating Feedwater Heaters . . . Condensers.

Worthington Has Over 1700 Marine Condensers In World War II



Navy combat ships, tankers and numerous types of cargo ships carry more than 6,000,000 square feet of condenser surface manufactured by Worthington. In addition, condensers of Worthington design are being built by other manufacturers by order of the Ship Design Agency . . . definite proof of Worthington's leadership in condenser design . . . a good thing to keep in mind when you need condensers.

Turbine and Gear Made In Same Shop for Top Efficiency



Worthington Turbine and Reduction and Speed Increasing Gear Sets are all made in the Wellsville Plant. This means that gear as well as turbines are designed and manufactured to match your requirements.

Such close control results in the accurate machining and perfect mating that allow turbines and generators to operate at most efficient speeds . . . that permit use of smaller turbines for driving induced draft and forced draft fans of large diameter and low speed . . . that save wear in driving low head and large capacity centrifugal pumps.

3 Reasons Why There's More Worth In Worthington

1. Worthington has offices and representatives for sales and service in every important country in the world not occupied by the enemy.
2. Worthington tags repair and replacement parts so that you can be sure they're genuine. Insist on them.
3. *Worthington's engineering and service of all its marine products is carried all the way through from rough sketch to ship's acceptance.

Graf has been appointed
of the Hydraulic and Special
Division of William Sellers &
Inc., Philadelphia, Pa.



J. C. Graf

two years Mr. Graf was
of the Baldwin Southwark Div
Baldwin Locomotive Works
8 years prior to that was district
of the New England territory for
company.

B. Stiles has been appointed
of the Philadelphia and
Exhibitory of The William Powell
Co., of Cincinnati, O., with head
at 1520 Locust Street, Philadel

Baldwin Locomotive Works
Harrisburg, Pa., will open headquarters
in September to provide coverage
of Baldwin's heavy machinery in France
and Holland, with Thomas Bates
in charge.

McLaughlin will head the
established Engineering Service
of Tube Turns, Inc., Louisville,
Ky. McLaughlin was associate



C. B. McLaughlin

Tube Turns' Pittsburgh office
Jacksonville, Ill., he graduated
University of Illinois in 1931
metallurgist-engineer with
states Steel Corporation
Tube Turns in 1943.

Engineering and Shipping