

WORTHINGTON
HARRISON WORKS



News

Season's Greetings

DECEMBER

1944



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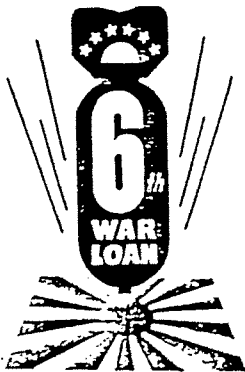
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The Management

of

Worthington Pump & Machinery Corp.

extends to You and Yours

The Season's Greetings

with sincerest wishes for your

*Good Health and
Happiness*

in the coming year

QUALITY MUST BE BUILT INTO A PRODUCT
- IT CANNOT BE INSPECTED INTO IT -

NAVY EYES SYNCHRONIZE

Worthington's Production Personnel
Sees Eye-to-Eye With Navy's
Resident Inspection Staff



GEORGE D. RILEY
Resident Inspector of Naval Material.

You have all seen the typical newspaper cartoon of the Navy Inspector and have seen him portrayed as taking great delight in that heart-breaking ultimatum, "Rejected." However, a few minutes with George Riley, the Resident Inspector of Naval Material at the Harrison Works, will bring out the fact that it is really a case of "this hurts me more than it hurts you" when he has to use it. Mr. Riley's favorite description of a "good Navy Inspector," which many of us seldom stop to think about, is "not the one who can reject the most material, but rather the one who can help the contractor produce more good material in conformity with Navy specifications and requirements."

A Customer In Our Midst

As the representatives of one of Worthington's biggest customers, Mr.

Riley and his staff thoroughly check and inspect all Navy Material before it is shipped to its destination. This avoids serious loss of time caused by returned material which may have been found not suitable to its purpose.

We all know that the specifications and requirements of the materials for the United States Navy are among the most rigid and exacting in existence and are so written because of the severe conditions under which this equipment will operate. A fire pump on a combatant vessel may be called on only once in its lifetime, but that one operation may mean the lives of all men on board that ship, the saving of a vessel for the fleet or the difference between a victory and serious loss in battle. The pumps of the main boiler feed system are the heart of the vessel's power, pumping the very life-blood through the system, and the maneuverability of the ship depends

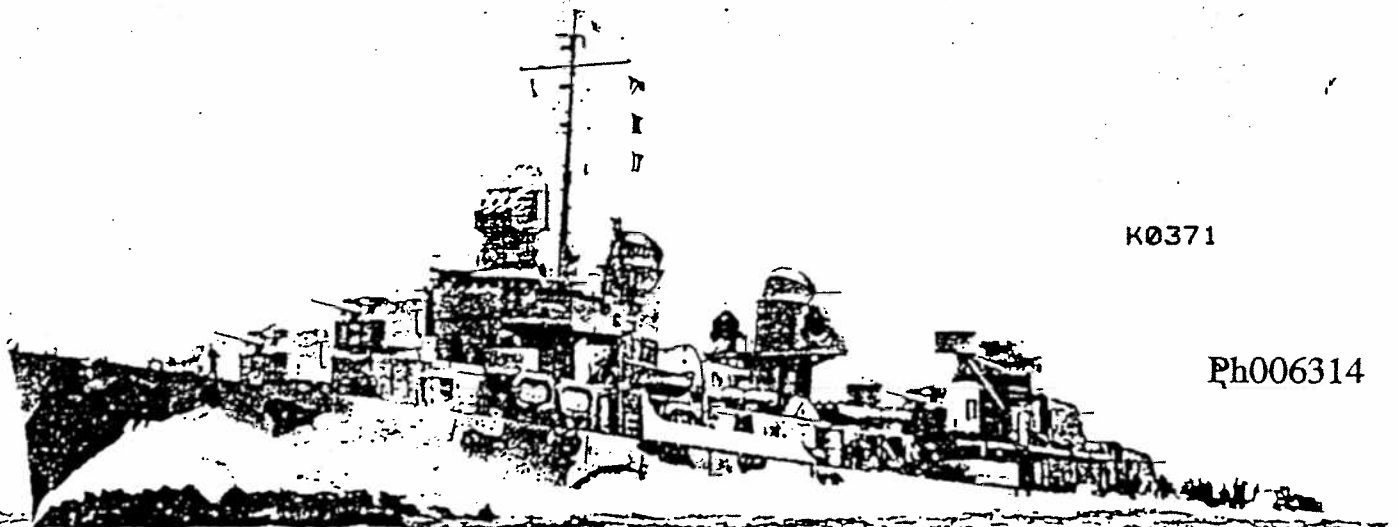
on the engine room being able to answer the call for "full speed" when needed.

Even the little monobloc pump going into the distilling plant must stand up and keep a steady supply of fresh water for the many needs of our fighting ships.

Margin of Safety

Extra strain must get first consideration in all material going into the construction of our combatant vessels. This is the excessive shock from the firing of their own powerful guns and the concussion of depth charges, near misses and hits by enemy ships and planes. Because of this, the finest hairline crack in a casting, which would be unimportant in a commercial pump or in a land installation, may split wide open when subjected to the

Class 48 Destroyer. Many types of Worthington equipment goes into the building of this type ship.



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Routing and Follow-Up

As assistant to Mr. Riley, Joe Hayes keeps an eye on things when Mr. Riley makes one of his rare trips to his cabin in the pines, or is called to one of his many other plants. In addition to this Mr. Hayes causes Nick Monaco and Al Eberling many a sleepless night as each new schedule comes out changing the Navy's demands for more pumps.

The other inspectors spread out through practically every part of the shop and each one follows a special type of inspection or special type of equipment.

The foundries are covered by Mr. Patsy Tester and Mr. Pateracki. These men take care of the chemical analysis and physical tests of all heats and conduct surface inspection of all castings for foundry defects before releasing them to the machine shop.

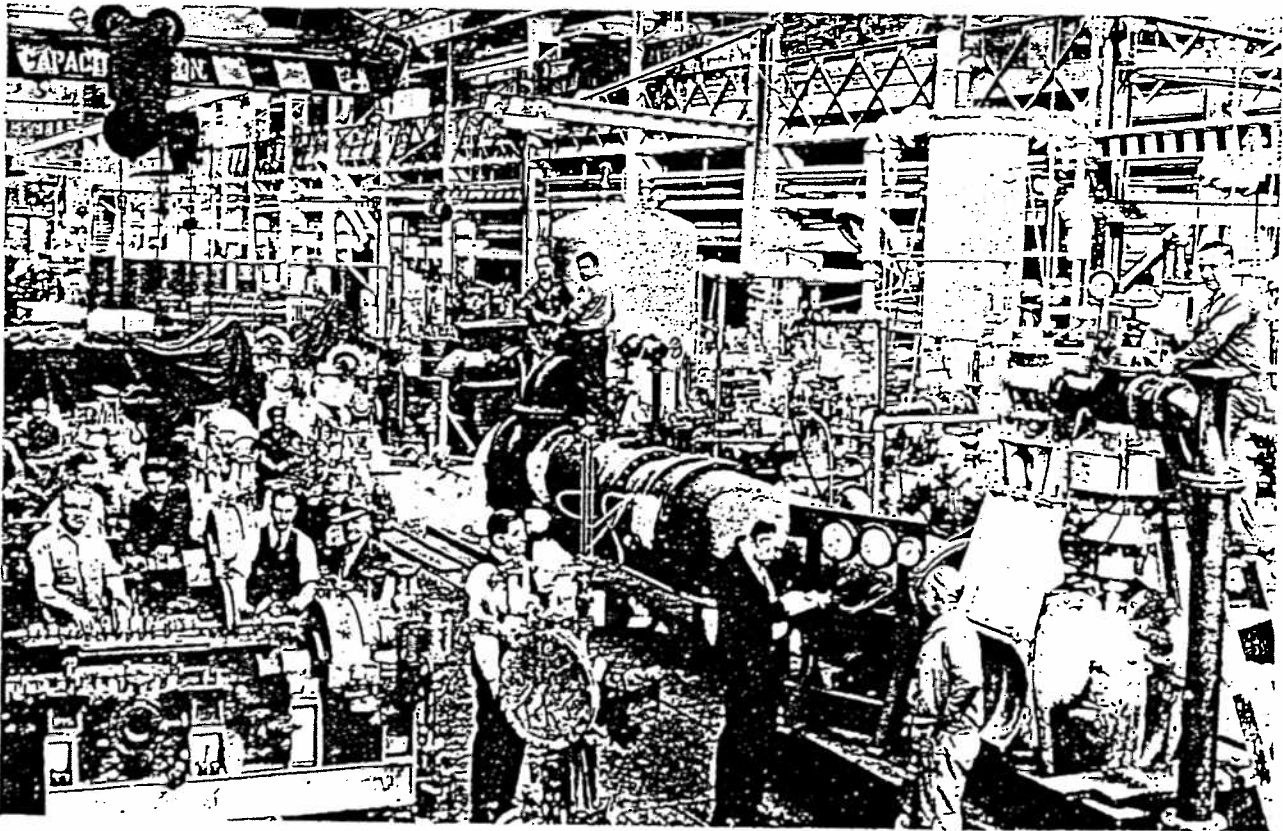
Messrs. Goehring, Jemelietta, Russel, Barbosa, Condon and Fring follow up the material as it starts through the machine shop, and watch it close-

ly through machining, hydrostatic test, assembly and operating test. At this point one very important step is taken to insure perfect performance when the pumps are installed, and that is, an Internal Inspection. After a running test of the pump has been completed, the pump is dismantled to determine whether any minor wear or misalignment may have caused a rubbing which may not have been serious enough to reflect itself in the performance of the pump, but might develop into a failure under continuous or heavy duty. At this time all wearing surfaces are checked and cleaned up, the pump is dried out and reassembled, then sent to the paint stand and carpenters for final preparation for shipment. Larry Milton then checks the pump for all outside dimensions, finishes, accessories, etc., and final stamps are placed on the nameplate and the pump body to indicate that the pump has been inspected and released by the Resident Inspector.

Shipping Releases

After the final inspection has been completed a copy of the Worthington shipping manifest, signed by the inspector, is sent to the Resident Inspector's office for preparation of the official release and Government Bill of Lading when required. At this point the latest Bureau of Ships Schedule and Precedence lists are checked to see that the pump is going to the vessel that needs it most, that it is going to the proper destination, and the method of shipment is suitable to the urgency of the material. Wherever possible, material is consolidated for carload shipments to save time, handling and Railway Express. Trucks or even air express and Naval Air Transport are used as the urgency demands. Routings are obtained from the proper authority, and Air Priorities are obtained when required. Some idea of the amount of work involved in clearing these releases is obtained from the fact that three girls, Misses Weiner, Fabyanski

Testing a Main Condenser Circulating Pump for a Cruiser.

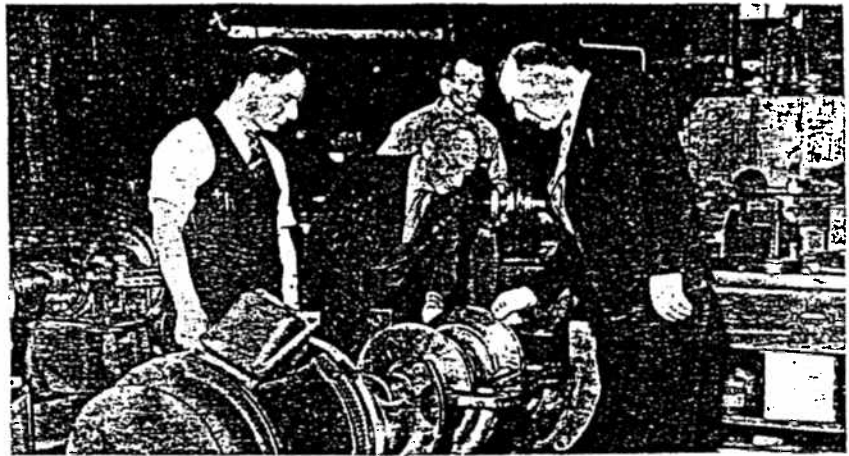


Harry Heiman, Sam Bogarod, Howard Berg and Dave Shapiro.

Probably the best way to finish up a story on our Navy Inspectors is to give a picture of them in action, and no story will show better the close cooperation between Worthington and the Navy than this one.

Trick Order Filled

About a year ago on a Saturday afternoon, along about 4:30, Mr. Riley received a call from an Officer at the Submarine Base at New London. A submarine had put in to a base in Bermuda and needed a new ballast pump. At that time the Atlantic was infested with German subs, and every day that our ship was in port was a serious loss to our defenses. On Sunday morning Mr. Riley and Mr. Hayes were in the shop bright and early, and found that there was an order open for some of these pumps. However, assembly had not been started. Mr. Riley asked Walter Singer for a blank check on his shop to get the pump out and the ball started rolling. The first hurdle turned up when it was found that Worthington had not built this particular type of pump in about 20 years, and none of the erectors had ever worked on that type. This meant a call to Mr. Ralph Watson to come down and get a set of plans from the vault so the men would be able to build. After much precious time had gone by the parts were all collected, trued up, fitted, and pre-

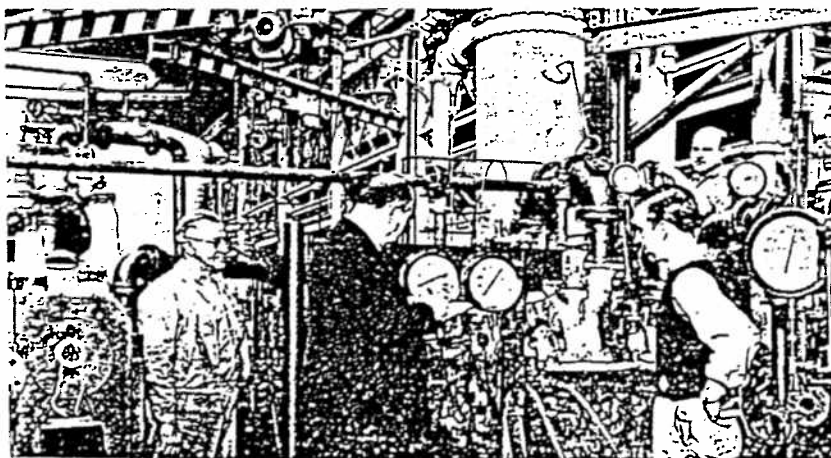


E. Smith and M. Waddell await Mr. Riley's decision on a Main Condensate Pump.

liminary sub-assemblies started. At about 5 P.M. all hope seemed to be lost when it was found that the only diffuser available was for a low-pressure pump. The need was for a high-pressure pump! This meant another call to Mr. Watson, who came back. After some checking and figuring the diffuser on hand was changed to the one required by milling out about a half inch of metal from between the vanes. By this time there were no milling machine operators in the shop as it was now about 7 P.M. on Sunday. So Eddie

Smith, Carl Bragger and Sam Malcom went up to G Shop, and in three hours worked out a delicate and difficult machine operation by hand feeds. Then back to the assembly shop and ready to build. Mr. Riley left the plant at about 3:30 A.M. after seeing the pump put together with only a few final touches to go. The two erectors and the machine operator stayed on to complete 24 straight hours of work. At 7 A.M. the pump was on test; by 10:30 it had all been disassembled, checked and reassembled, and by 11 A.M. Monday morning it was in the Worthington station wagon on its way to the airport.

E. Russell and M. Jemilite look on as M. Waddell tests a Main Feed Pump for a Destroyer.



Never A Dull Moment

While every day does not call forth the dramatic excitement of this submarine pump, there is always plenty of action in the Navy Office and always some problem that seems hopeless. So far Mr. Riley's understanding of Navy needs and Worthington's problems, coupled with the good will and cooperation of the Sales Department, Engineering, Production and Shop, has managed to solve these so-called hopeless problems.

The consensus of opinion in all circles is that Worthington's Harrison Works has well earned its Fourth Navy Star.