...ooey!!

5½ hours a day!

When C. E. Knapton, double bottoms burner foreman, went to his new job after 18 months in Yard Two, the worst bottleneck was burning flat bars, hundreds of which are used daily in that department. He was confronted with two major obstacles: vital materials are scarce, and much of his crew are comparatively inexperienced. So he called in Tony Terry, burner journeyman on the job 15 months, and together they made, largely from material on hand, a machine that can make as many as six cuts at one time, straight or beveled. It produces in two hours as much as was formerly turned out during a full shift. Its mechanism is so simple that the present operator, Marie Stringer, took it over six weeks after she had come to the yards from an office job. How's that for saving good man-hours?

and DOUBLE PHOOEY!!

5 Crane-hours!

Larry Allee, Yard Two rigger foreman, had to lift every stern casting seven times so its assembled plates could be welded. That was like tossing a box-car around—each weighs about 20 tons. Larry tired of fitting new slings or lifting collars seven times for each casting, tired of rigging new slings every day or two. So he figured out just where a lifting pad could be placed for all seven lifts. Next, he invented a pad that would be accident-proof and would last. Saving: five expensive crane hours per ship plus, perhaps, men's lives.

one man—one ship!!

While Shipfitter *Ed Robin* hasn't any medals for distinguished service in this war, he certainly deserves plenty of them. Those things around him, behind him, on his lap—those gadgets—they, and a dozen more that wouldn't fit in the picture, are the only medals he has. Shipfitter Ed Robin has contributed more good, usable ideas to speed production at Yard Three than anyone else you could name. He has probably done more to save shipbuilding time than any other single person in Richmond; which is, you'll admit, saying plenty.

Ed has been repeatedly cited by the Labor-Management Committee for outstanding work. Last week Consulting Engineer Oscar Karch figured it up: with the eight Robin inventions now actually in use, 11,200 man-hours of work are saved on each hull. Because of Ed, a crew of ten men is saved two and a half weeks of work on each ship. Somebody give the man a medal—he's built a ship.

MOUSETRAPS?

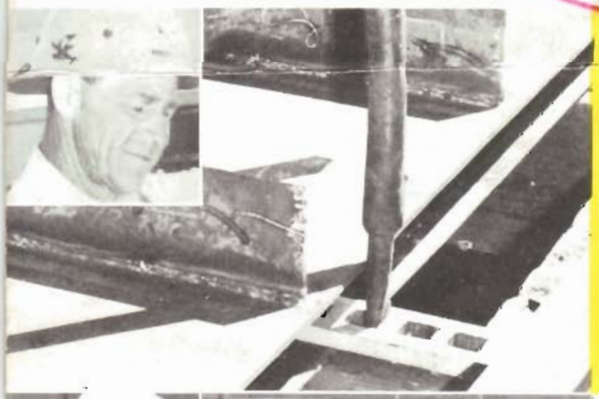
They say the world will beat a path to your door if you build a better mousetrap; but the men whose ideas won awards last month from Yard Three Labor-Management Committee were too busy to bother with mousetraps. There is a war on.

350,000 Man-hours Saved!

Jack Kympton, for instance, was busy just before entering the Navy Reserve School perfecting a plate-end grinding machine which will save 350,000 man-hours per year. Aided by Dwight Dorman, machinist, Kympton designed a machine that requires only one pass to produce a surface that varies no more than .004 of an inch. Besides winning a $100 war bond, Kympton helped his Navy career. A copy of his award was sent by the Lbr.-Mgt. Committee to his captain. Two days later he was appointed midshipman co. commander.

1000 Man-hours per Machine!

Larry Bacon's idea was not much bigger, but *much* better, than a mousetrap. Larry, who is now in the army, fitted a small plate to the union melt machine so that lines scored on it are parallel with the machine and directly under the rod and pointer. The idea makes setting more accurate and saves about 1,000 man-hours yearly per machine, by making unnecessary practice-running the machine back and forth, or snapping a chalk line on the plate to be welded. And it brought home Bacon's bacon—a $75 second prize war bond.



Time Saved 66%!

Flanger *Henry Lee's* suggestion looks even simpler than a "better mousetrap," but it won him a $50 war bond. His short hogan bar for moving plates on the assemblies lets two men do the work of six. To move a plate by the old method, crowbars were pried between the plate and timbers and six men strained to make it budge. Now the hogan, a one-inch flat bar with six evenly-spaced square holes, is cleated to the timber. The end of a long bar is placed in the hole nearest the plate edge, and levered to the next hole. That easy.

875 Man-hours per Ship!

A jig that's a thousand times bigger—and more important—than any mousetrap, won Shipwright *Harold Moe* his $25 war bond. It's a jig used in welding standee crossbars to pipe. It makes accuracy a matter of course—instead of turning the pipe over, you turn the whole jig without removing it from the table. It's quicker, and you can't help welding the bars in the right place. And what's even more important, it saves 875 man-hours on each hull. Mousetraps? Phooey! Richmond men specialize in war traps—for Hitler!

Shipfitter *Nick Viganega,* for a hot angle beveler; Machinist *Kenneth Tweten,* for a capstan shaft aligner and a dead-center steering gear aligner; employees of tool control department, for a reamer-grinding jig. Flanger *Joe Jones,* for a stiffener wrench; Machinist *Leo Brothers,* for a sounding ring grinder; Machinists *Ray Brackman, C. A. McLarty, R. R. Hampton, W. L. Plaith,* and *M. Z. Plaith,* for a countersink grinding jig; Shipwright *Nick Weber,* for a tight line reel; Shipfitter *Edward Robin,* for a beam hanger hook; Steel Clerk *Pete Freund,* for a control system; Shipfitter *A. E. Carlson,* for horizontal and vertical turnbuckle adjusters. Special mention to *Richard Carmen,* superintendent of the refrigeration department, for inventing a jig to be used for cold-bending reefer pipe up to 1⅜ inches.