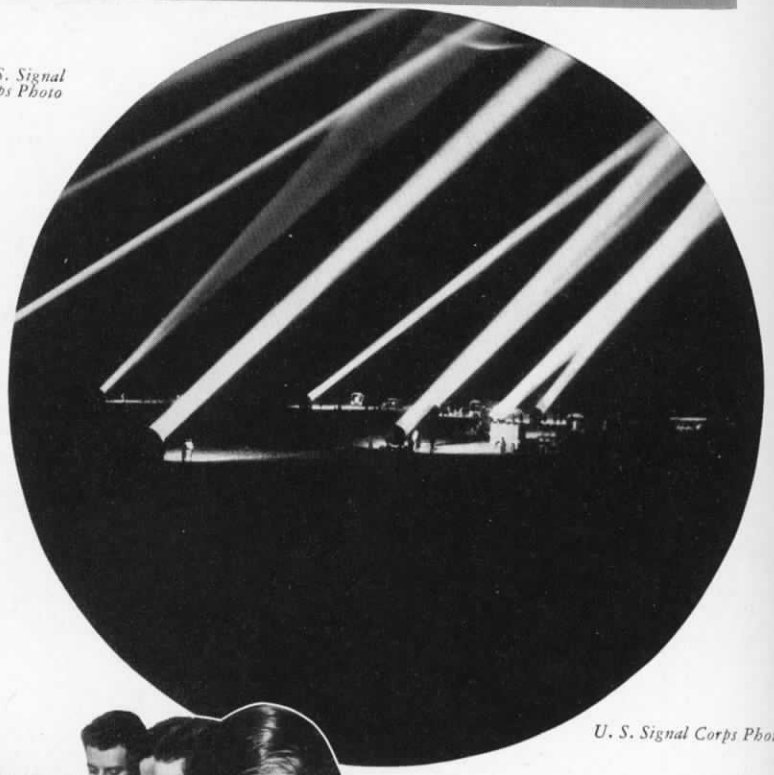
Sturtevant *Puts Air to Work*

FOR VICTORY

Precision machining of parts for anti-aircraft and other guns is assured by use of Sturtevant air conditioning equipment.

U. S. Signal Corps Photo



U. S. Signal Corps Photo

Above: Giant searchlights are ventilated with Sturtevant fans.

Right: Sturtevant fans ventilate U. S. Navy ships—help keep men in tip-top condition.

U. S. Navy Photo

Below: PT boats, aircraft carriers and other warships are equipped with hundreds of Sturtevant fans, turbines, and other products.

U. S. Navy Photo

U. S. Signal Corps Photo

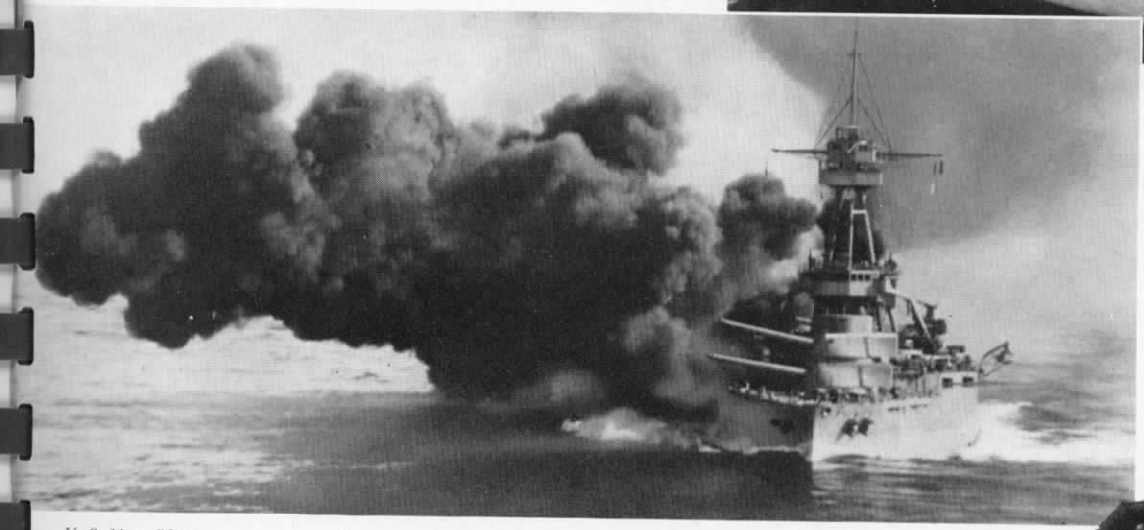
Above: Rubber covered wire for the Signal Corps is processed in world's largest vertical rubber drying towers and vulcanizers — designed, built and installed by Sturtevant.

Sturtevant air conditioning equipment keeps wounded heroes comfortable on U. S. Army Hospital Cars.

U. S. Signal Corps Photo

U. S. Army Air Forces Photo

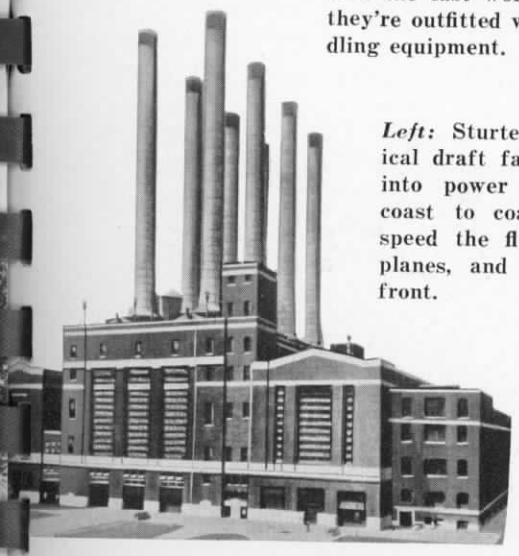
Above: Production of rubber life rafts is speeded by Sturtevant fume-removal equipment.



Below: Steel for tanks is made in open-hearth furnaces equipped with Sturtevant blowers.

U. S. Navy Photo

Above: Mighty U. S. battleships, such as the above, represent the last word in speed, fire power and armor. And they're outfitted with the last word in Sturtevant air handling equipment.



Left: Sturtevant mechanical draft fans are going into power plants from coast to coast — to help speed the flow of tanks, planes, and guns to the front.

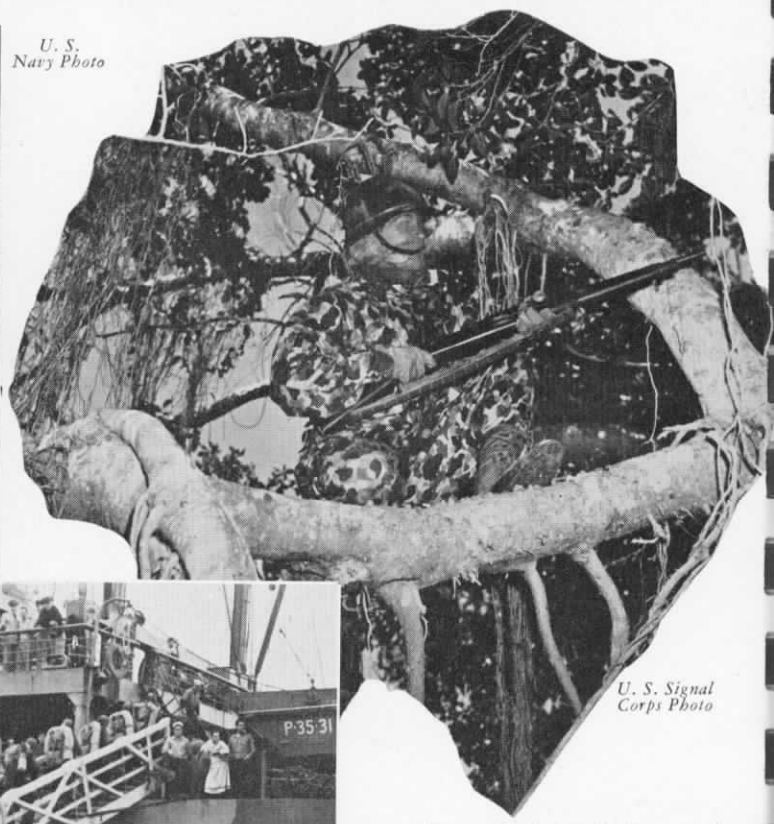
ON LAND . . . AT SEA . . . IN THE AIR!

Sturtevant *Puts Air to Work*

FOR VICTORY

Above: Shell cases are produced faster because Sturtevant pneumatic conveying systems quickly clear slab milling machines of chips.

U. S. Navy Photo



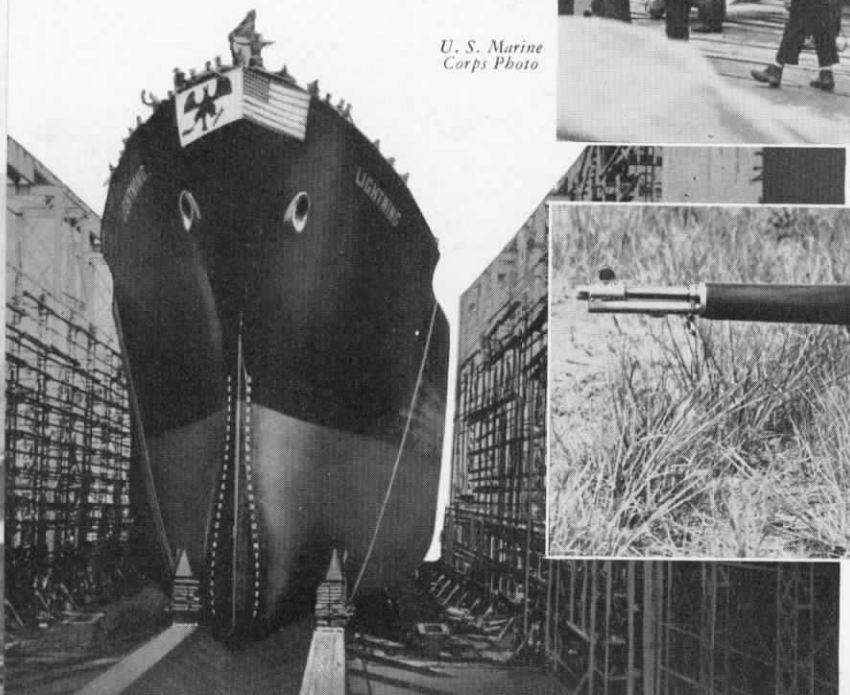
U. S. Signal Corps Photo

Above: Cloth for U. S. Army's famous camouflage uniforms is made with aid of Sturtevant fans, dryers, and other equipment.

Below: Sturtevant centrifugal compressors are used at every major American shipyard — to help weld steel ships faster, cheaper.

Left: Troopships evade submarines by speed and quick maneuvering—aided by powerful Sturtevant forced draft turbo-blowers.

U. S. Marine Corps Photo



U. S. Signal Corps Photo

It's the world's finest rifle—the Garand. In making the wooden stocks for this rifle, Sturtevant pneumatic conveyors are used to carry away the shavings and sawdust —speed production.

U. S. Signal Corps Photo

U. S. Signal Corps Photo

They're WACS—and the purifying agent used in their gas masks is made with the aid of Sturtevant equipment.

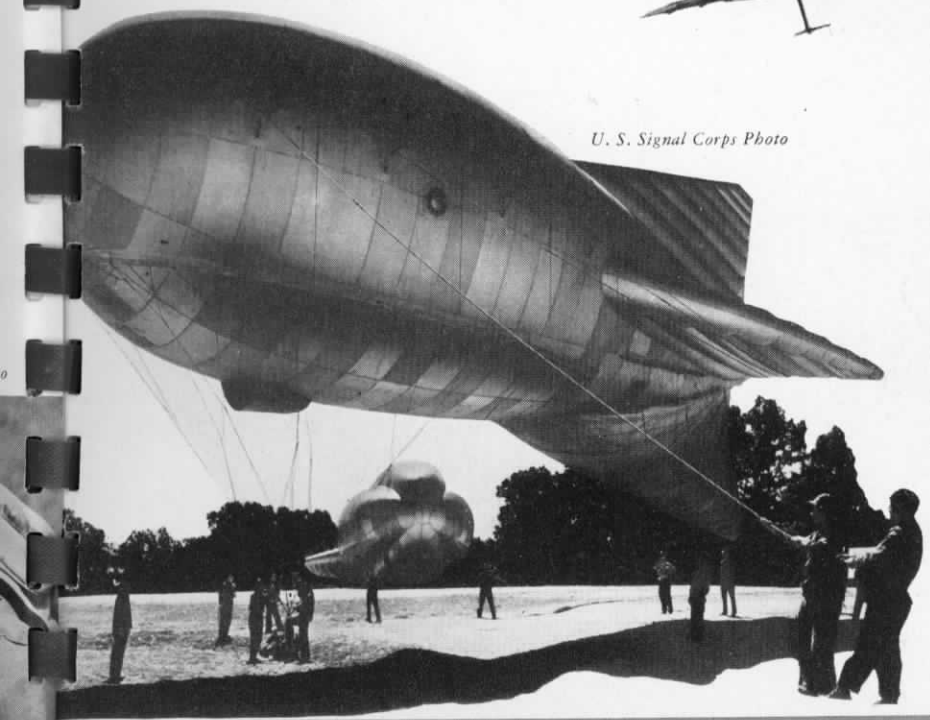
Above: To insure safety—the rayon fabric for parachutes must be perfect. Sturtevant air conditioning equipment, used in rayon spinning and weaving plants, helps to assure this perfection.

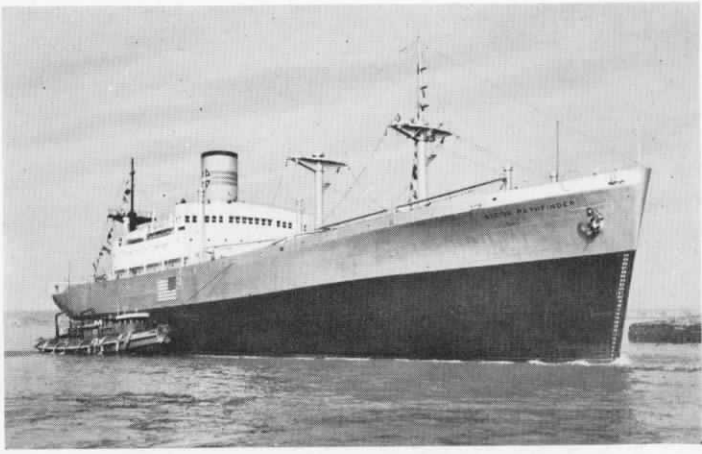
U. S. Navy Photo

Sturtevant fans play important part in the making of aluminum — for Navy and Army planes.

Below: Barrage balloons protect the skyways. Sturtevant fume removal equipment protects workers who make them.

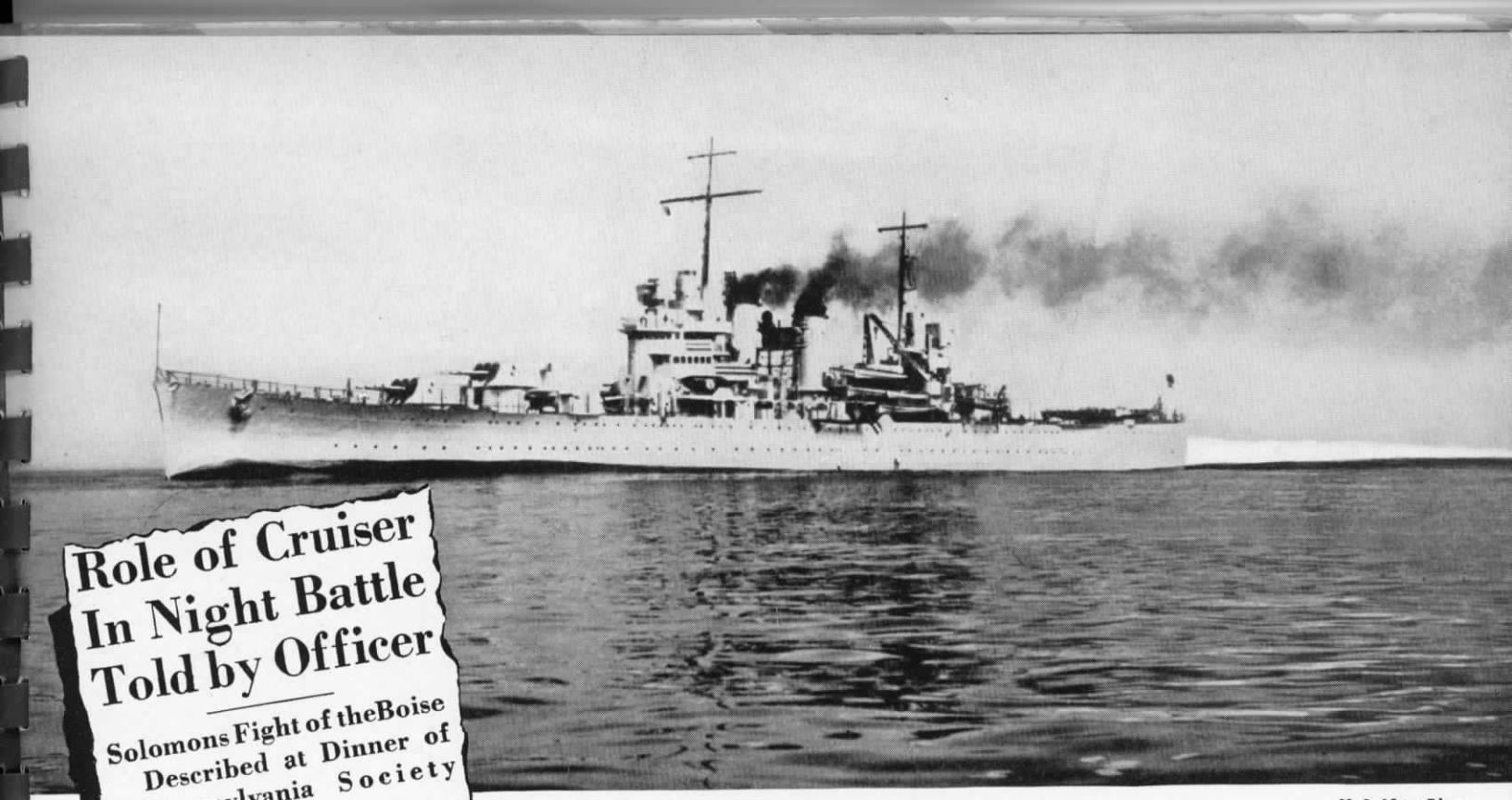
U. S. Signal Corps Photo





Cargo vessels, such as above, now bridge the Atlantic and Pacific—are equipped with Sturtevant fans, turbines, engines and other products.

ON LAND . . . AT SEA . . . IN THE AIR!



U. S. Navy Photo

Role of Cruiser In Night Battle Told by Officer

Solomons Fight of the Boise Described at Dinner of Pennsylvania Society

The Solomon Islands naval engagement in which the cruiser Boise was credited with sinking, or helping sink, six Japanese warships on the night of Oct. 11-12 lit up the skies "like a Fourth of July celebration," Commander Burnett K. Culver, executive officer of the cruiser, said last night at the forty-fourth annual dinner of the Pennsylvania Society in the Waldorf-Astoria.

"We were almost within apple-throwing distance of the Japanese fleet when it was located about fifteen minutes before midnight," Commander Culver said. "It was all over twenty-seven minutes later."

In those twenty-seven minutes the Boise's gunfire contributed to the sinking of two heavy cruisers, one light cruiser and three destroyers, although she was dodging torpedoes and was afire in one ammunition magazine. The action took place off Cape Esperance.

STURTEVANT FANS CAN "TAKE IT"!

WESTERN UNION

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TO THE EMPLOYEES OF B. F. STURTEVANT CO

YOU WILL BE PLEASED TO KNOW THAT YOUR BLOWERS HELPED THE "BOISE" WIN HER SPECTACULAR VICTORY AT CAPE EXPERANCE. A RECENT COMBAT REPORT SPEAKS OF THE PERFORMANCE OF ONE OF YOUR BLOWERS (SERIAL 265715) AS FOLLOWS: - A PIECE OF SHELL FRAGMENT WENT THROUGH THE INTAKE SCREEN OF NO 1 BLOWER AND THEN INTO THE VANES. WHILE THIS WOULD ORDINARILY CAUSE UNBALANCE, THIS BLOWER CONTINUED TO OPERATE SATISFACTORILY AND MAINTAIN REQUIRED PRESSURE DURING THE ENTIRE VOYAGE HOME. THE EXCELLENCE OF THIS PERFORMANCE IS PARTICULARLY NOTEWORTHY BECAUSE THE "BOISE" MADE THE RETURN TRIP OF NEARLY 10,000 MILES FROM GUADALCANAL DESPITE SEVERE DAMAGE SUSTAINED FROM 11 ENEMY "STRADDLES" AND AN 8 INCH SHELL WHICH PIERCED HER HULL BELOW THE WATER LINE. TO YOU WHO PROVIDED THESE FINE BLOWERS, THE BUREAU OF SHIPS EXTENDS THANKS AND COMMENDATION. LET US HAVE MORE OF THEM

E. L. COCHRANE REAR ADMIRAL USN CHIEF OF THE BUREAU OF SHIPS

U. S. Navy Photo

Helena

She was fleet and lean, 10,000 tons, with a 100,000-h.p. heart and fifteen 6-in. guns for her voice. Only her boxy stern, where she could carry eight planes, and the squat derrick cocked on her fantail, marred her clean lines. She was waterborne in the murky tide off Brooklyn in August 1938, while Japanese "fishermen" could still map soundings off U.S. coasts.

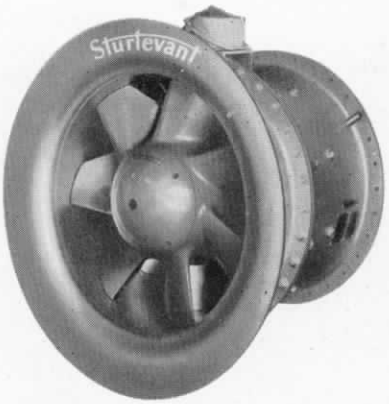
Six Minutes, Two Ships. At 14 minutes before midnight, her batteries spoke. Her target was a Nip destroyer. Just 98 seconds later it was ablaze. As the enemy ship exploded and sank, the *Helena* swung her guns on a cruiser.

Four and a half minutes later the blazing cruiser sank. The *Helena* turned on another cruiser slugging it out with a U.S. cruiser near by. The enemy went down.

A Jap destroyer slipped in close, let go a torpedo. The *Helena* dodged, wheeled, finished off the attacker, which was already under fire from another U.S. ship. The enemy fleet turned and fled.

The *Helena's* score in her first battle: four targets, four ships sunk, with two assists by other U.S. craft. On the *Helena*: no hits, no casualties.

WHAT A SHIP! WHAT A FAN!



The ship—the U. S. S. Helena, the "one ship avenger" of Pearl Harbor, shown as she "posed" for her portrait at a South Pacific base between battles. She gave the Japs a pasting they will never forget—and then, finally and gloriously, she went down in Kula Gulf—the victim of a Jap torpedo.

The fan—it's the famous Sturtevant Victory Axiflo! The first fan of this type, built by hand in the Sturtevant shops, went aboard the U. S. S. Helena for a trial run at sea—and now lies with the Helena—40 fathoms down in Kula Gulf.

So successful was this original Sturtevant Axiflo fan that the U. S. Navy is now using thousands of them for forced draft and ventilation on warships of every type.