

[Evidently the machine shops were well run on board that ship.]

Well, we worked a seven day week, a regular eight hour day. They produced a lot of work and they did beautiful work. You don't realize it at the time but when you look back and you see what is going on in industry now, you realize how professional they were. They were really professional. We did some jobs down there that were really unheard of. I remember one job they put me on was they reconstructed an enternal gear from scratch. They had nothing to go on. It was just a matter of figuring it with formulas and the little bit that they had.

[What was the gear for, do you know?]

I think that is was something in the turbin. It had just wiped out all the gears. You could do just about anything down there. They made a feed pump shaft for the U.S.S. Blue, Destroyer Blue at one time. She had burned up one of her fuel pump shafts, feed pumps, and they made one down in the shop for her. It was made strictly from prints. When you're making something out of ~~of~~monel or stainless steel, what ever the material was, it was one of the two, I don't remember which, and you are cutting large threads like three and four inches and so many thousandths and nothing to try it with. Two men were working on it in teams sort of around the clock, and it was crated and sent over. It had, you know, will it fit? And this thing they got a radio message back and from what I understand and the pump was running on the line so that shows how much expertise was there. Mainly it was perhaps Chief Schwack and his first class.

[These were the men who ran the shop, they were the professionals. You had people coming in who probably had little or no experience and they worked with them.]

Well, they had some experience. I had some I worked in the trade