

Charlie Moore Called America's No. 1 'Can Do' Man



At the rate of one every day, the two-story high Hendy steam engines, pistons for which are being polished by the man above, are assembled, tested, taken apart and crated aboard freight cars. Hendy employs pre-fabrication and assembly line methods for this gigantic task.

Bonds Awarded 10

Ten Marinship workers, five San Franciscans and five living in Marin County, were awarded \$25 War Bonds for the best suggestions submitted during October for speeding production.

San Francisco's winners selected

They wasted no time converting a string bean field into a pulsating machine building at Joshua Hendy Iron Works in Sunnyvale. Upper picture shows a bean picker hurrying his job while workmen follow up laying foundations for the buildings. Lower photo shows a gear being finished up in the building for one of Hendy's 274,000-pound triple expansion engines—the heartbeats for Henry Kaiser's Liberty fleet.

This is CHARLES E. MOORE, whom Hendy workers call America's No. 1 "Can Do" man, not excepting Henry Kaiser. Mr. Moore took over Hendy plant in 1940, is building this year's business to three times the total of company's preceding 89 years.

BY ROBERT LETTS

America's No. 1 "can do" man, at least so far as 4000 workmen at the Joshua Hendy Iron Works in Sunnyvale are concerned, is Charles E. Moore, six feet six inches tall and 250 pounds.

Charlie Moore (they all call him that) first gained prominence in industry as owner of the largest machine tool works west of Chicago. He took over the presidency at Hendy in 1940. Since then the two long red sheds housing the foundry and machine shop have been supplemented by five larger buildings, the 60 employes have been swelled to 3800 with scores hired every week and the business of getting out ship's engines has been stepped up to one a day from one every three weeks.

And the expansion program hasn't been completed, nor has production reached much nearer than half way to its expected peak.

The "Iron Men of Hendy" aren't trying to belittle Henry J. Kaiser when they call Charlie Moore THE "can-do" man. They just believe his experience as a machinist and foundry worker and his other abilities as an executive and financier qualify him to get into a construction job personally and better than Mr. Kaiser.

Aren't Worrying

Mr. Moore and Mr. Kaiser, concentrating on their programs of providing America and her Allies with the ships they need, aren't worrying about who is the better man. The best example of their co-operation was the launching of Mr. Kaiser's "five-day wonder" ship at Richmond a week ago. She has a two-story high Hendy engine for her power, and the engine was slipped into the hull in three sections, instead of in more than a hundred pieces.

As a matter of fact, the 274,000-pound Hendy engines provide the heartbeat for every Kaiser Liberty-type cargo vessel.

And Charlie Moore is the genius who combined assembly-line techniques with prefabrication methods to build Hendy's production to where this year the volume will be three times that of the total of the preceding 89 years!

Plant Re-equipped

Ten million dollars worth of machine tools equip the plant. Many of them are new—one giant bed planer is from England—but Charlie Moore's love of machinery didn't mean he had to have everything specially built.

Realizing the worth of time-tested machinery he had his men attempt—unsuccessfully—to rehabilitate a planer which had been used in a Union arsenal back in the Civil War days to make plates for the famed Monitor. It was all part of the hurry-up job of expanding the sleepy little plant amidst famed Santa Clara Valley's orchards into a thumping, nerve-tingling factory where flags bearing the Army-Navy "E" and the Maritime Commission's "M" now are seen.

The plant literally rose from the

orchards. In 1856 Joshua Hendy, a Massachusetts blacksmith, set up his iron works in San Francisco, prospering from making machinery for gold miners. He also manufactured many of San Francisco's street light standards and fire hydrants and those ornamental arches on the Fillmore-st intersections. The great fire of 1906 burned out the Hendy plant and he decided to move to Sunnyvale.

Inasmuch as two factory buildings didn't use all the land, the balance of the property went into fruit trees. There also were gardens on which grimy-faced molders and artisans could look.

Up to This Year

There was a pear orchard standing July 11 of this year on the spot where "Plant 5," 750 feet long, 300 feet wide and six stories high, is operating today. Those pears incidentally had given Charlie Moore his first profit entry—\$1100—in the books of the reorganized company last year.

When it was decided to erect one of the other buildings this summer, a string bean crop was ready for harvest. The farmers got pickers busy, and as a row of beans was harvested tractors followed up clearing the soil.

Behind the tractors were the carpenters, and while the bean crop was in the final stages of harvesting at one end of the field, cement was being poured at the other for foundations of the hangar-sized building not operating.

A. A. Browne, assistant to Mr. Moore and operations chief at Hendy, looks calmly at the whole procedure. He only looks calm, however, because production figures whiz through his brain while he's at lunch, and while he's topping it off with his customary chocolate nut sundae he is working out methods of expanding the plant, production and efficiency.

"We have 'invented' little but have applied much in its most practical way," he said conservatively.

He's a master of understatement.

by a labor-management committee, were: P. J. Minzesheimer, 1783 20th-av, shipfitter trainee; E. R. Blackmore, 524 Victoria-st, welder leaderman; John L. Sullivan, 1501 10th-av, rigger; Sidney Lecy, 382 24th-st, electrician, and James L. Butler, 314 Rutledge-st, maintenance electrician.