

**B. F. Goodrich
grommet belts
at work**

PHILIP SWAIN, EDITOR • AUGUST 1953 • ESTABLISHED 1882

Power

Notes Afloat

THIS is just a vacation letter, a rambling personal note from Scandinavia, so turn the page now if you're a busy engineer with work to do. There's nothing here to help you run a plant—just a few tips on the art of having fun, an art we're all apt to forget.

For many years I've dreamed of sailing a boat up the west coast of Sweden to Oslo, Norway. This is it: We are now heading up the Oslofjord.

We left Gothenberg, Sweden, a week ago in the charter J 39-ft auxiliary sloop *Kullan III*. The party includes wife, daughter and a wonderful guy—Capt Sten Sellström, chief inspector of the Gothenberg Board of Trade. Sten is a first-class sailor. He's a great help in reading the Swedish and Norwegian charts and dickering for supplies ashore. Best of all, he has cruised these waters since childhood and knows them well.

We've followed a tortuous course among hundreds of rocky, treeless islands. The scenery is magnificent; this is one of the world's finest cruising grounds. I recommend it to any *Power* reader looking for a unique vacation. If you don't sail yourself, you can take a steamer running from Gothenberg to Oslo by way of the islands.

But if you want to stop off at the pleasant fishing villages, you have to do some harbor-hopping in smaller craft. In your own boat, the way we went, you see everything, and it's wonderful.

Every few miles you come upon a red-roofed fishing village tucked away in some cranny of the great rocks on a bare, lonesome island. You imagine a primitive life, then go ashore to find well-dressed, happy people living in neat, clean houses—virtually all have electricity.

It's the Swedish way, one you can't help admiring. Sweden, by the way, has the highest living standard in Europe. The people seem to live almost as well as Americans, but in a simpler way, with far fewer cars and fewer household appliances.

They show great enterprise in getting the abundant hydro power to hundreds of islands by way of a network of submarine cables and pole lines running over the rocks. Afloat, the Swedes are power-minded also—their sturdy fishing boats are diesel driven.

But I didn't come here to make a power study. This is vacation time and I hope all of you, in your chosen places and ways, are having as much fun as I am.—PWS

Best by test

Driving a pulp buster is rough service for V belts. Heavy loads, shock, long hours often cause premature belt failure. One paper company decided to test several brands of V belts to check performance. All belts were installed at the same time on identical pulp busters. B. F. Goodrich

used the set of regular grommet belts you see in the picture. All other manufacturers put on "super", premium-priced belts. After 2 1/4 years, the paper company engineers report complete superiority for BFG grommet belts from the standpoint of smooth operation, uniform stretch, absence of wear.

These typical examples (see preceding pages) tell you why B. F. Goodrich grommet belts are superior to ordinary V belts—prove they last 20 to 50% longer—yet cost no more.

The B. F. Goodrich Company
Department H-57
Akron, Ohio

- ☐ Send set of reports telling users' experiences and showing actual installations where grommet belts outlasted all others.
- ☐ Please have a BFG distributor call. I'd like to find how I can save money with grommet V belts.

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Grommet V Belts BY
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