

Ford Is Prepared For The Winter Freeze

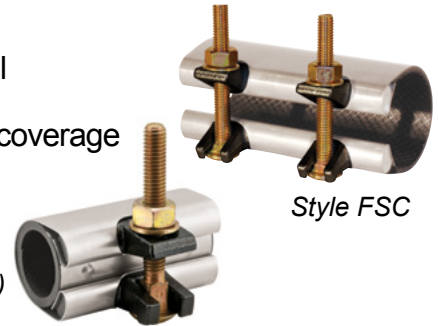
The winter months can be extremely damaging to water pipes when freezing temperatures split or crack pipes. Ford Meter Box has a variety of repair clamps on the shelves in preparation for the cold winter months ahead.

■ **FSC** Snap Clamps are for leaks that do not require a full gasket seal

■ **FSC (R)** Wrap Clamps have an armored gasket that provides 360° coverage

- Heavy gridded NBR (Buna-N) gasket
- Type 304 stainless steel band
- Ductile Iron lugs
- AISI C1018 steel

Style FSC (R)



Style FSC

■ **FSC (R2)** Wrap Clamps have a dual armor gasket that provides 360° coverage

■ **FLSC** Styles available in snap and wrap styles with all stainless steel construction

■ **F1, F2 and F3** Styles

- Type 304 stainless steel band
- Gridded SBR rubber gasket (optional NBR (Buna-N) rubber)
- Low alloy steel bolts and nuts
- Ductile iron lugs with e-coat epoxy
- Type 304 stainless steel gasket armor

Style F1



■ **FS1, FS2 and FS3** Styles

- Type 304 stainless steel band
- Gridded SBR rubber gasket (optional NBR (Buna-N) rubber)
- Type 304 stainless steel bolts and nuts, lifter bar, lugs and gasket armor
- Type 304 stainless steel lifter bar
- All welds are fully passivated

Style FS1



■ **FSEK** Emergency Repair Clamp Kit is an all-inclusive repair solution

All of Ford's repair clamps are manufactured in our Pell City, Alabama, facility.

Don't be left out in the cold this winter without the right repair clamp. Expect the unexpected and stock your shelves today with repair clamps from Ford Meter Box. Visit our website at www.fordmeterbox.com, contact Ford Meter Box, or call your local Ford Meter Box® distributor for additional information.



FSEK



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Red, White and Blue
Oil on masonite panel by Rebecca Burton

JANUARY 2019

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USS *Missouri* Turns 75



Photographed during her shakedown cruise, circa August 1944. This image was retouched by wartime censors to remove radar antennas.

Battleships, like steam locomotives, have nearly disappeared. Only a few of the dreadnoughts survive, and all are in secure docks and serve as museums or memorials.

USS *Missouri* was the last American battleship to launch, and she is by far the most famous of her surviving kin. The *Missouri* slid down the slipways seventy-five years ago on January 29, 1944, in time to see action in the Pacific and, later, to become the site of surrender ceremonies that ended World War II.

Margaret Truman, the 19-year-old daughter of then Senator Harry S. Truman of Missouri, christened the ship in Brooklyn. Writing in *The New York Times*, Hanson W. Baldwin sensed that the big ship might be the last of her kind.

“The sun broke briefly through the clouds and haze over the Navy Yard in Brooklyn, and skippers in the East River held down their whistles as USS *Missouri*, perhaps the last of the heavyweights, had her first taste of salt,” Baldwin wrote.

After sea trials, the *Missouri* was on her way to the Pacific to engage in the pre-invasion shelling of Iwo Jima and Okinawa. On September 2, 1945, with the ship moored in Tokyo Bay, Japanese officials came aboard to sign surrender documents.

In her long service at sea, the *Missouri* managed to escape serious damage even though she saw action in four conflicts. On April 11, 1945, the ship came under attack by Japanese suicide planes, one of which made it through heavy anti-aircraft shelling and crashed just below the main deck. Fire control squads quickly doused the blaze, and the *Missouri* sustained only superficial damage.

After World War II, some military experts predicted that the day of the battleship was over. They were partly correct because no nation has since built another dreadnought. The United States soon scrapped or decommissioned most of its 23 battleships, but the *Missouri* was to see action in three more conflicts.

During the four years immediately after World War II, the *Missouri* was alternately moored or at sea for various training exercises. Then, just two months after the start of the Korean War, the *Missouri* steamed to the west coast of that country to engage in shore bombardment in support of UN forces in the invasion at Inchon. The ship’s big guns were capable of hurling shells as far as 23 miles inland. For the most part, the *Missouri* stayed in Korean waters until March 1953.

Decommissioning for the *Missouri* came in early 1955 when the Navy put the ship in mothballs at Puget Sound. But by 1986, the Navy restored the ship’s commission and sent her on a cruise around the world.

The *Missouri* returned to war duty in 1987 in Operation Earnest Will in the Persian Gulf and again in 1991 in Operation Desert Storm.

Decommissioning for the second and final time came in March 1992.

The ship’s last run at sea came in 1998 when she sailed from Long Beach, California, to Hawaii to take her place as the Battleship *Missouri* Memorial at Pearl Harbor.

by Pete Jones