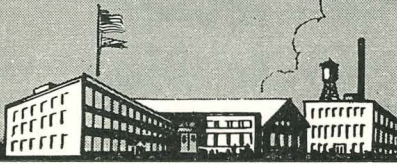


SEA-TAC

KEEL

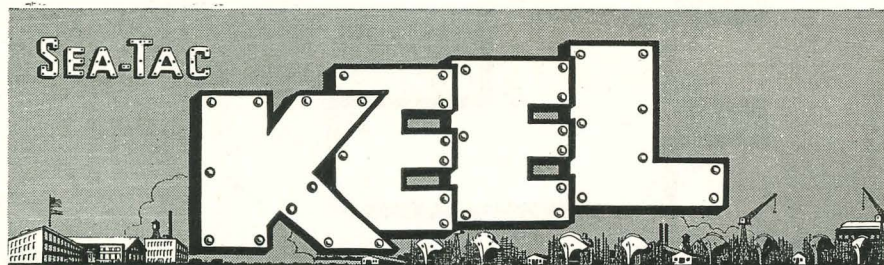


Vol. 1, No. 10

For the men and women of the Seattle-Tacoma Shipbuilding Corp., Tacoma Yard, A Subsidiary of the Todd Shipyards Corporation

June 19, 1943





Sea-Tac Keel is published twice a month by the Seattle-Tacoma Shipbuilding Corporation, Tacoma yard, a subsidiary of the Todd Shipyards Corporation, for the employees. Contributions to its columns are welcomed. Address communications to the Sea-Tac Keel, Seattle-Tacoma Shipbuilding Corp., foot of Alexander avenue, Tacoma, Washington.

Gifford Thrasher Editor

Editor's note: The following editorial was written by Paul R. Flint, first shift safety inspector. We appreciate Mr. Flint's contribution and feel his writing gives adequate expression to the feelings of every man and woman in the Tacoma yard.

For The Navy

Today we christen another ship and consign it to a career in the United States Navy where it may hasten the cause of American Liberty and Freedom.

To us, this hull, about to go down the ways, means more than a mass of steel. It is a composite exemplification of the determination of an industrial institution; of employer and employees.

Into the Niantic have gone the united efforts of Americans. The sister of one who gave his all to his country helped weld the seams in the Niantic. A father, whose son died at Guadalcanal will help as the hull slides down the ways. Others who have loved ones among American troops on the far flung battle fronts did their part in hastening its construction.

The Seattle-Tacoma Shipbuilding Corp., long since has passed from the status of an industrial concern delivering a commodity to a government. Today it is a great service organization furnishing its experience and facilities to hasten the day when free men and women may live in peace. Its vast resources day and night produce only the sinews of war to its country fighting for its existence.

So, today, we dedicate this hull, about to be christened, to a particular job. It could not sail the seas without divine guidance and the direction of human hands. Soon it will be turned over to hundreds of young men, our boys—who will direct its course, man its guns and operate the planes which leave its deck. With it and them will go the wish of everyone in the yard that its activity will aid materially in making this a better world in which to live; that its part in the war will hasten the time when the dawn of a new era of freedom will break upon the horizon of this war torn world.

Then, our deeds here done, and our records here made, will be recorded in the archives of our country. And the final triumph will be a just tribute to us who have aided in writing the history of a Free World.

Key To Victory

Key word in any industry engaged in war work is production. The word "production" is all-embracing. All activities of a war plant falls within its scope. Like millions of tiny ants we work at vastly different jobs toward that goal.

Many crafts are represented in the building of a ship. From the laying of the keel to commissioning, these crafts work hard and produce. Jobs blend in such a manner that production in one phase is lost if not met with equal production on the part of the other. On the theory a chain is no stronger than its weakest link, it follows the length of time from keel laying to commissioning is based upon the operation in which the rate of production is lowest.

Without production we cannot have victory. Without victory we cannot have our American way of life.

BARNACLE DUST ... STRICTLY NAVY

Chlorophyll is coming to the Navy Receiving barracks! Among the many improvements planned for this station are the adding of top soil and planting of grass seed in the between-the-buildings spaces. It's part of our individual program to keep Washington green! And add this to thing you should know... A new Captain is aboard at the ACV Pre-Com Det ship. Commander Ward C. Gilbert, U. S. Navy, is the name and we'll tell you more about the skipper in a very near issue.

* * * * *

Ground Swells from the Pacific... The Marines at Guadalcanal found that any Jap was dangerous. No Jap in range was discounted because even the Hiss-onese dead were rigged as booby traps. The Marines finally adopted the thesis that every Jap must be shot until dead and after that a shot or two to make sure might not be ammunition wasted... The boys who landed at Guadalcanal were, almost to a man, victims of dysentery in some form or another. In typical American fashion they immediately tacked a name to their trouble. 'Twas called "The Green Apple Two-Step," and the diagnosis was simple—"a lot of gas on the stomach, sprinting to beat the devil, and when you're in the air a complete inability to relax—that's all!"... Add this to the Guadalcanal Diary... Ever seeking souvenirs the Marines would stalk a Japanese officer all day long for the chance to kill him before some other Marine would pick him off. That is how our men made their lives interesting and bearable in that hell-hole. And, although we can't elaborate, word comes through that these sturdy ACV's you are building here are sound, aggressive fighting ships—ships which you should be proud to have worked on.

* * * * *

Machinist H. S. Waller, U. S. Navy, a survivor of the Lexington, now attached to the ACV, gives this graphic example of American aplomb in the face of disaster. Late in the morning of the Lexington's last day afloat she received bomb and torpedo damage which contaminated her fresh water supply. For several hours no drinking water was available. Along about 1630 that afternoon a party was dispatched below to break out the ice cream stores. After groping through smoke, the ice cream cans were brought topside and eager hands on the flight deck dug grimy fists into the containers. It was the final

social occasion of the grand old Lex.

A short time later "Abandon Ship" was ordered. However, before the order came through, someone with a sense of humor removed his shoes, placed them neatly side by side on the flight deck. Within a few moments there were shoes lined up for 150 feet in a straight line on the flight deck. Just another humorous American whimsy, the stuff of which the Navy traditions are made.

Just before abandoning the Lex, a chief watertender carefully considering his probable immersion, meticulously removed his false teeth, wrapped them lovingly in a handkerchief, stowed them in his hip pocket and promptly forgot about them as he went over the side. Later, after being picked up by a destroyer he started worrying about them. He thought they were lost in the brine. After transferring to a cruiser and still worrying, he sat down to wrap himself in a deep gloom. But not for long. His posterior was nipped by his own teeth!

* * * * *

Here's how censorship sometimes slips... It was at the Army-Harvard football game at Cambridge, Massachusetts, last fall. Because of the war the Cadets did not arrive en masse to stage their usual pageantry. So the Navy and Army officers in training at Harvard were selected to represent the service team at this game.

At this time even mentioning the word RADAR was strictly taboo—strictly hush-hush! All officers in training at Harvard knew that Radar was one of our most closely guarded weapons but here is the payoff—

Sixty thousand spectators were seated in Harvard stadium. The band struck up and the formations of Navy and Army officers commenced marching into the stadium and onto the field. As each different contingent made its appearance they were announced over the public address system—"Now entering the stadium are the Navy Communications officers—now the army engineers—now the navy R.O.T.C.—and here is the Navy RADAR group."

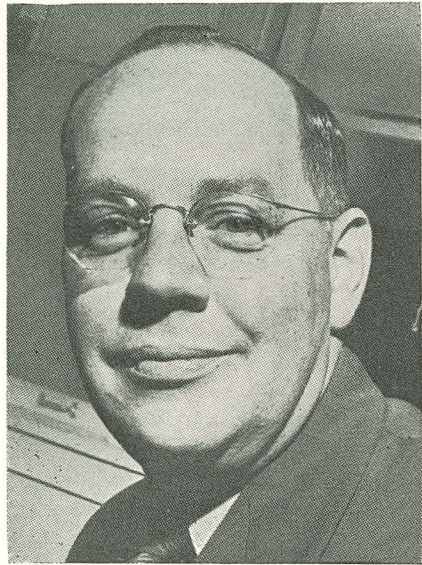
That's how sixty thousand people were publicly given a new word—a word that officers had zealously refrained from mentioning even to the closest friends.

The first authorized public mention of Radar was made just a few weeks ago.

BRUBAKER NAMED SUPERVISOR OF BOND DEPARTMENT

Former Deputy Auditor Assumes Important Post

Pleasant, congenial and capable—Lionel Brubaker. To him came the responsibility of checking the pulse of the Bond department on the first shift when he replaced Anson Hart as supervisor the first of the month.



Supervisor Brubaker comes to his new post with a background of seven years banking experience and eight years as deputy county auditor.

He came to work for Sea-Tac on Feb. 1 and was put in charge of the Bond department on the second shift. His work there merited his recent advancement.

The present supervisor has four hobbies—namesly, his work, two daughters, Shirley, 14, and Carol, 13 months, and salmon fishing. While it may seem strange his work should fall under the classification of a hobby, he puts into it all the zeal and enthusiasm usually associated with a "bi-activity."

Relating to fishing Brubaker casts a wicked hook, though it is understood he will not pursue the same tactics in luring bond buyers to the windows.

Though heartened by the response to the bond program, Brubaker entertains no illusions the department will continue to operate successfully without competent guidance.

"As supervisor of the bond department, it will be my earnest endeavor to continue to give those supporting this department the best service of which we are capable," he said. "From past experiences, I know the men and women of Sea-Tac are willing to do their share and more if met half way. We will meet them half way. We must work together in this 'bond drive to victory'."

NOW IS THE TIME... TO BUY YOUR WAR BONDS



AN EXPENSIVE CLOCK is represented by the 15 Sea-Tac workers pictured above. Marking total bond sales of \$9,000, the three men forming the hands of the clock each purchased \$1,000 bonds. The 12 "numerals" each bought \$500 bonds. They are: Michael Manfredi, 2nd shift rigger, hour hand; William H. Campbell, joiner leadman 1st shift, pivot, and James W. Morley, electrician leadman, 1st shift, minute hand. Numerals one through 12, in order, are: William Crisler, clerk, purchasing dept; Lewis Pankratz, accountant, Stores dept.; Paul J. Hebert, shipfitter, 2nd shift; Earl J. Ferguson, painter, 1st shift; Floyd L. Austin, electrician, 1st shift; Emile E. Comartin, guard, 3rd shift; Donald Nixon, sheet metal helper, 1st shift; Thomas V. McPherson, shipfitter, 2nd shift; Theodore R. Huske, electrician, 1st shift; Ehrman McNall, Guard Capt., 1st shift; Stephen Trask, account Stores dept., 2nd shift; and R. R. McPherrren, paymaster.

Al Guenette New First Shift Chairman

Labor-Management set-up has shifted slightly since the last report, marking the election of Al Guenette, former second shift chairman to chairman of the first shift. Al succeeded Carl Anderson, who was forced to leave the yard because of health. Dave Johnston second shift machinist, was elected to replace Guenette, following the latter's transfer to first shift.

Anderson had been active in Labor-Management activities since last July. His leaving was met with feelings of deep regret and sincere appreciation for past services on the part of the Labor-Management group. Problem of men running in the

yard continued to bring furrows of worry to the brows of those who have attempted to stop this practice. It was revealed in a recent meeting of the Central committee two men were knocked to the ground and were injured to the extent of requiring medical treatment at Pierce county hospital.

George F. Kachlein, jr., assistant general manager, disclosed the restaurant would remain open until arrival of cafeteria equipment. He said the restaurant would be closed for a period of approximately 10 days for installation work. It is possible, however, box lunches will be served during that period.

Of the 38 suggestion considered, 14 were adopted, 18 rejected, and six held for further investigation.

Bees Abandon Ship After Hard Fight

Rigger Frank Lomis and Shipwright Ben Stubbart, both swing-shifters, recently demonstrated a high brand of courage when each tackled a swarm of bees, herded them into a box and clapped the lid shut. Lomis, who met and conquered the foe on No. 5 ways, sustained several stings. Undismayed, he took the bees home when he finished work. Stubbart made his capture on No. 8 ways and turned the "honey makers" over to a fireman friend. Nice work, boys. Thanks to George Pugh, swingshift shipwright foreman, for the information.

v . . .

Uncle Sam says, "There is no time for accidents!"



Alex Tisch, former electrician mechanic, who, because of inventive genius was transferred to the service equipment department with status of leadman, is shown gazing at a Labor-Management poster designed to encourage the suggestion system. From the expression on his face, he's about to give birth to an idea.



The above scene greets the eyes of Alex as he goes aboard a hull. Shipfitter Pete Griffin and Welder Julius Oster are installing wireway hangers. Pete is looking away from the job, shielding his eyes against the flash. The hanger may slip out of position. Another job to do over.

Labor Management . . . Suggestion System

Sea-Tac's Labor-Management committee is nearing its first anniversary. Founded by local labor and management under sponsorship of the War Production board, the committee has more than justified its purpose of increased production of war materials and a more friendly and stable relationship between labor and management. Its success is echoed in other war plants throughout the country where other such organizations have been formed.

Constituting a major portion of Labor-Management activities is the suggestion system, a procedure designed to encourage men on the job to submit suggestions relative to increased production and the elimination of accident hazards in the interests of safety to workmen with the consequent result of more man hours on the production line.

Many divisions are represented under the Labor-Management set-up. Each of the three shifts have a shift committee with an elected chairman and secretary. These men, together with six representatives of management, form the Central committee, the chairman of which is elected from the represented ranks of labor. Chairman of the Central committee automatically becomes chairman of the Executive committee, made up of chairmen from the three shift committees and four representatives of management.

Present officers are Ernest Basham, 3rd shift machinist, chairman of the Central and Executive committees; Al Guenette, operating engineer, 1st shift chairman; Dave Johnston, machinist, 2nd shift chairman; George K. Moore, pipefitter, 3rd shift chairman; Robert Slater, technical engineer, 1st shift secretary; Alf Hagen, painter, 2nd shift secretary, and Earl Saxon, painter, 3rd shift secretary.

Representing management on the Central committee are George F. Kachlein, jr., assistant general manager; John Solleveld, assistant works manager; Phil Spaulding, superintendent of steel construction; G. K. Ackerman, production manager; A. J. LaFramboise, director of labor relation, and A. G. Sannerud, supervisor

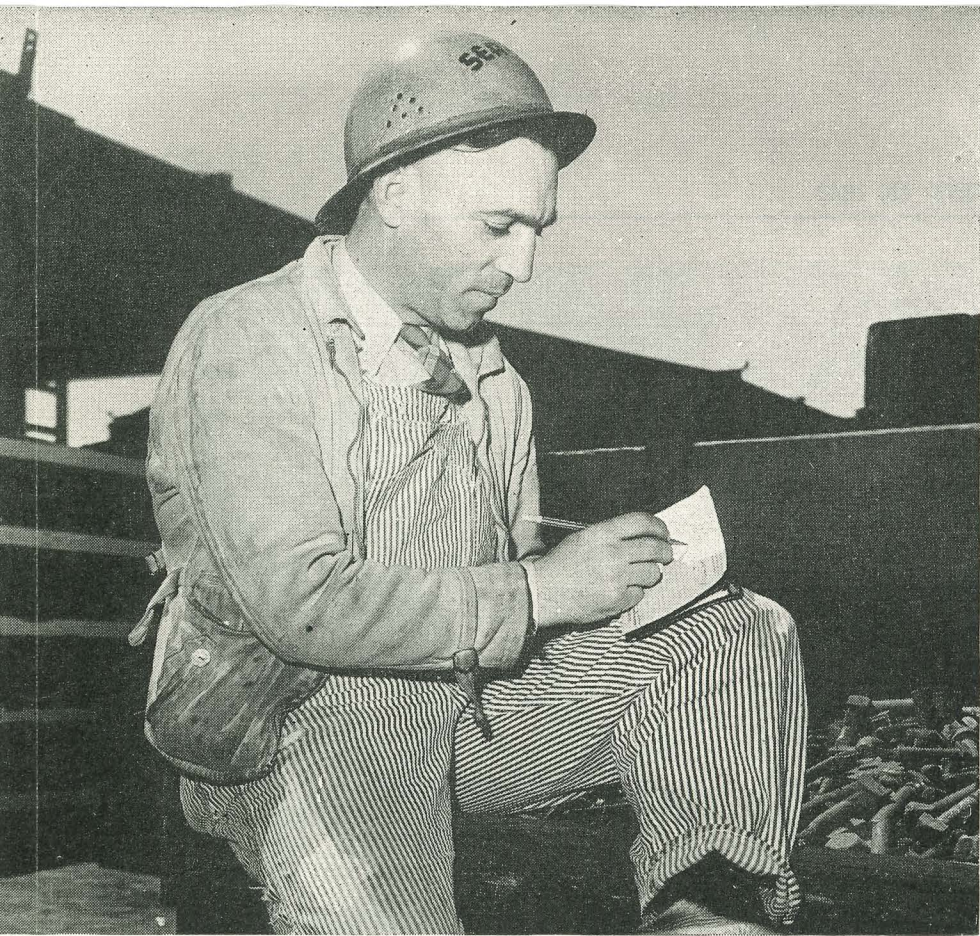
Ah! Our hero's suggestion has gone through the mill and has been approved and made up. Here Rickabaugh is showing the completed device to G. J. Ackerman, production manager; D. M. Hopkins, superintendent of production, and P. F. Spaulding, general superintendent of steel construction. "Very good," seems to be the general expression.



Here we go. Central Committee Chairman Ernest Basham is pictured taking Alex's suggestion out of the box, along with numerous others. The American laboring man uses his head. That's why he's tops.

Alex's suggestion has finally reached the Executive committee. Pictured, left, are A. J. LaFramboise, Dave Johnston, Al Guenette and George F. Kachlein, jr. Chairman Basham presides. On the right are Eugene Rickabaugh, George Moore, Supervisor Sannerud and Miss Rice. The Executive group is also known as the "steering" committee.





"Such things are wrong," muses Alex in true Lincoln style. "I can fix that." A man of action, he goes to a red, white and blue suggestion box, secures a blank, and puts his idea down on paper. We have no way of knowing what his suggestion is, but we hope it's good.



We won't be in suspense long. When he drops that suggestion in the box, the wheels of the suggestion system will start grinding. Come on, Alex. If you have a system to eliminate that slow, expensive and dangerous way of installing those hangers, let's have it. Seconds saved are hours earned. We need all our hours on the production line.

System

of Labor-Management committee. Kachlein, Sannerud, LaFramboise, and **Eugene Rickabaugh** assistant supervisor of Labor-Management, represent management on the Executive committee.

Among the duties of the Central committee chairman is the collecting of suggestions prior to Executive meetings, which are held weekly. Suggestions are read by the committee and allocated to either Labor-Management channels or management. Those duplicating previously submitted suggestions or relating to unreasonable complaints or union difficulties are rejected. Others not complete or clear as to meaning are held over for further investigation, pending allocation.

Regardless of which procedure the Executive committee selects for a suggestion, it is given the benefit of full and complete investigation by either the shift committee or representatives of management to which it was forwarded. The suggestion, together with a full report, is returned to the Labor-Management office, where master copies are prepared. Final action on suggestion is taken by the Central committee, where they are either adopted or rejected or held over for further investigation.

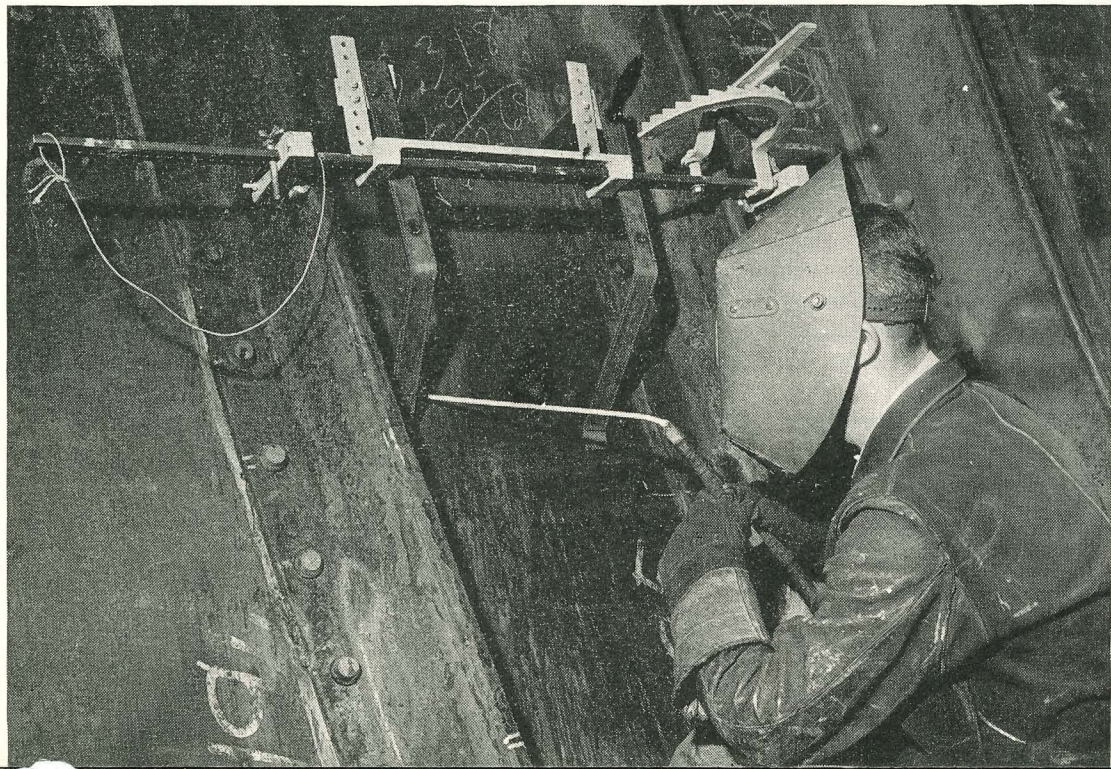
Each man submitting a rejected suggestion receives by mail a notice of such action with full reason for the rejection. Adopted suggestions are forwarded in writing by the Labor-Management office to the general manager for disposition. The Labor-Management office maintains a current file for the purpose of checking dates adopted suggestions were put into effect.

Persons submitting adopted suggestions are awarded either war bonds or stamps, depending upon the merit of their suggestions. However, to persons submitting adopted suggestions goes a higher reward—the inner satisfaction of knowing their "brain child" is shortening the production line and speeding us on our way to the ultimate goal of victory.



Meet the Labor-Management personnel. The lucky gentleman in the center is Supervisor A. G. Sannerud. The office staff comprises Chyrl Cose, left, and Adeline Rice. Assistant Supervisor Eugene Rickabaugh was not present when the picture was taken, but we'll meet him later. Here suggestions are prepared and made ready for consideration.

Having met with the approval of all concerned, Alex's suggestion is put into use. By means of his device, hangers are held in a stationary position. The shipfitter is back away from the flash. The welder, Clarence Kelly, lowers his hood and makes ready to secure. From here on in, all hanger spacing will be standardized.



The end of the trail. Alex is being congratulated by Assistant General Manager George F. Kachlein, jr., who hands the suggestion winner a \$50 bond as further token of the management's appreciation. Alex is but one of hundreds of workers who have handed in adoptable suggestions.



INCREASE SAFETY DEPT. STAFF

Several members have been added to the rapidly-growing safety staff, and plans are being made for a more thorough coverage of the yards and ships, according to a release from the safety department.

In a four-point program designed to keep injuries at a minimum, attention was called to "house-keeping" on the job, the wearing of safety helmets, running in the yard, and the duties of the safety department.

It was pointed out that despite a "housekeeping" order issued several months ago, many workers have made only a half-hearted attempt to keep the job clean, and as a result several men have been injured by material falling from stagings or by stumbling over scrap on the decks or in the passageways.

In past months the shortage of hard hats has served as an excuse for not wearing helmets on the job. However, that shortage has been relieved and it is now compulsory to wear the safety helmets where necessary.

Running continues to present a problem to safety inspectors. The habit is more in evidence at the end of a shift, due in part to those who ride the buses. Serious injuries have been suffered by young and old alike due to falls while running, according to the safety men, who pointed out they have yet to see a bus pull away from the yard with only half a load.

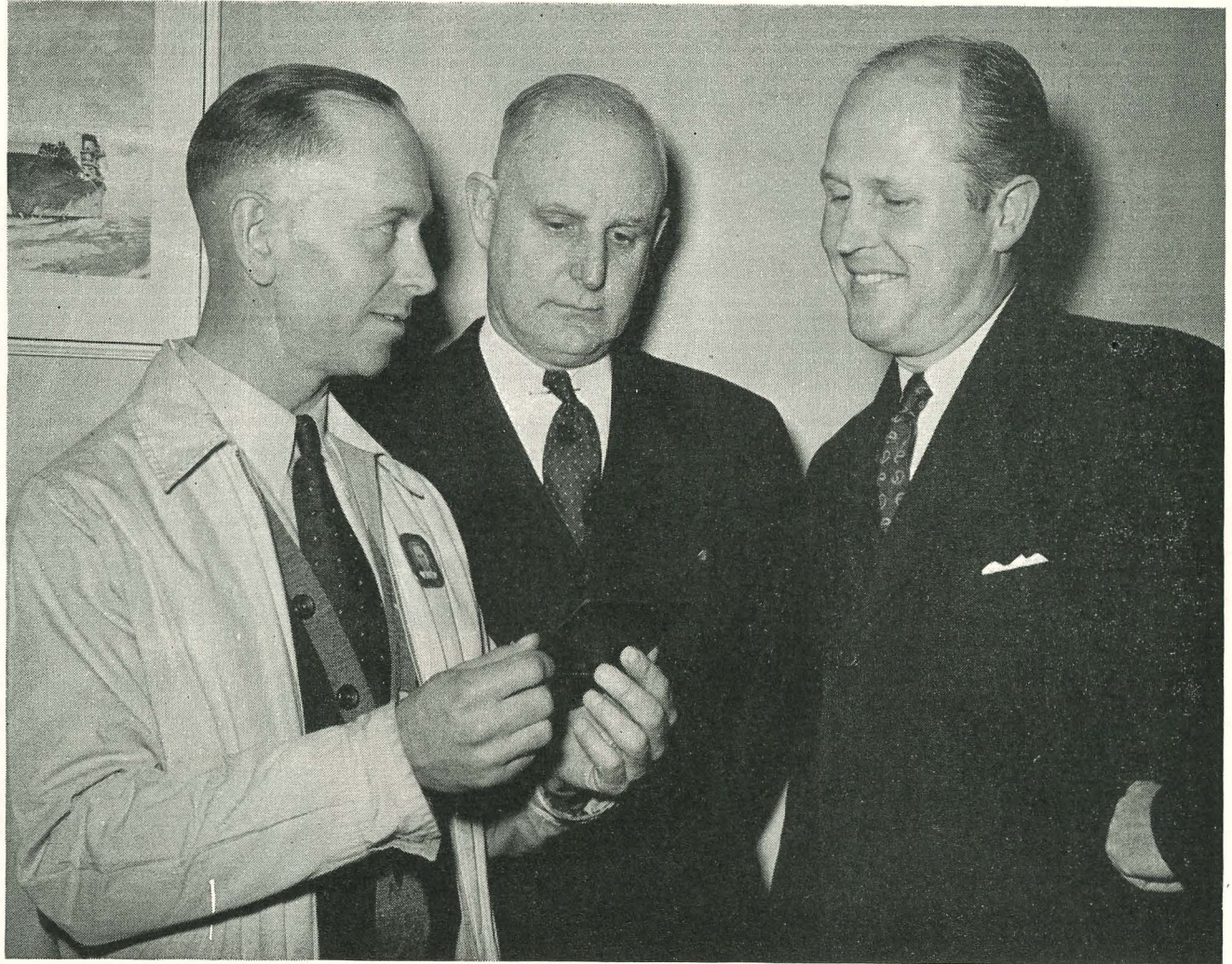
Workers were classed as their own inspectors. Anyone noting an unsafe condition on a job is charged with the responsibility of contacting the proper craftsman to have it remedied. If the proper results are not obtained, the safety department should be notified. If a hazard exists in a worker's department it becomes his responsibility to have it corrected.

While disciplinary action for those who persist in breaking safety rules has been advised, the department seeks the friendship and cooperation of workers as a means of obtaining better results, both for the safety of the worker himself and for the benefit of his family and the war effort.

—STSC—

No. 42 Launched

Marking the 42nd launching at the Tacoma yards of the Seattle-Tacoma Shipbuilding Corporation, the auxiliary aircraft carrier, U. S. S. Perdido slid down the ways Wednesday at 5 p.m. Mrs. H. M. Bemis, wife of Captain Bemis, chief of staff, 13th Naval district, sponsored the craft.



Mr. R. J. Lamont, president of the Seattle-Tacoma Shipbuilding Corp., watches with a great deal of pride and interest as Gov. Arthur B. Langlie presents to Ralph C. Conklin, shipfitter shops foreman in the Tacoma Yard, the 15,000 Job Instructor certificate to be issued in the state of Washington. Conklin is one of 3,044 supervisors in the Sea-Tac organization to take the Job Instructor training. The recent presentation marked the half-way stretch in the state's goal of 30,000 specially trained supervisors to direct production of war materials. In his presentation speech, the governor defined the working Training Within Industry as one of the most vital forces in the nation's War Production program. Gov. Langlie congratulated the president of the Seattle-Tacoma Shipbuilding Corp. on his activity in providing means for the supervisory personnel in both yards to take the Supervisory Training course under the Training Within Industry division of the War Manpower commission. Leighton H. Steele, district representative of the TWI program, listed the five needs of a supervisor as "Knowledge of Work;" "Knowledge of Responsibilities;" "Skill in Leading;" "Skill in Planning;" and "Skill in Instructing."

QUEEN of WEEK



To CECILIA KNOLL goes the honor of being Keel's fourth Queen of the Week. This sprightly young bit of feminine charm works out of the time office and was the selection of 320 pipefitters. Cecilia checks both Pipe shops A and B and thinks pipefitters are the "nicest things ever." Dancing, tennis and swimming are among the things she likes best to do and, oh yes, she has a boy friend in the Navy. Tsk tsk. Two brothers are also working in the yard, Joe Knoll, burner leadman, and John Knoll, timekeeper, second shift.

Shipyard Employee Benevolent Society New Organization

Recently formed "Shipyard Employees Benevolent society" is an entirely new organization in that it has no connection with any previous or existing beneficial organizations in the local yard.

The SEBS is for financial relief in cases of death only. Sickness or injuries are not provided for under by-laws of the society. Death benefits apply in all circumstances providing the member is an employee of the Tacoma yards of the Seattle-Tacoma Shipbuilding Corp.

Representing the cheapest form of death insurance which can be had by an individual, a society of the same type has been in operation in the Puget Sound Navy yard at Bremerton for many years with complete success.

Information relating to by-laws and functions of the society will be given prospective members by the following official representatives:

Joe Loveridge, Stores office, bldg., No. 91; **John Wyckoff**, Hull dept., Engineers' building No. 44; **John Davis**, late time gate, and **Lionel Brubaker**, bond office.



CHYRL COASE, Wave! This attractive little Miss joined the Navy on June 5, and will report to Hunter college in New York city the latter part of June for preliminary training. Her leaving is going to make an awful gap in the Labor-Management office, where she has been serving so well since last February. A brother, Wayne, formerly a machinist on the 1st shift, is now in the Army air corps. When Chyrl leaves, she will be taking with her the sincere wishes of all those with whom she has been associated while at Sea-Tac.

—STSC—

Teacher: "How old would a person be who was born in 1894?"
Johnny: "Man or woman?"

V - - -

Put more backbone than wish-bone into safety.

SACS TRAILING EVERETT, SEATTLE IN LEAGUE STANDING

TWO BREMERTON GAMES SCHEDULED FOR NEXT WEEK

Trailing Everett and Seattle and tied for third spot with the Lake Washington boys, the Sacs will go to the wars again Friday night when they meet Bremerton in a home-town game at Athletic park. The two teams will swap bats the following Sunday at Bremer-ton.

Everett Pilchucks lead the league at press time with five wins and two losses for an average of .714. The Sea-Tac Destroyers were in second spot with a .600 average by virtue of three wins over two duds. An even four and four were maintained by the Sacs and Lake Washington for a .500 play, with Bremerton trailing with but one win on the credit side of the ledger.

Koehler's lads dropped a 4-1 toughie to Everett on the latter's home field last Sunday. Short stop George Wise brought home the lone tally in the eighth inning. Everett pushed two runs across in the first inning and came back in the fourth with another. The final tally came in the fifth frame. Winning pitcher was Federmeier, supported by Niemiller behind the bag. Lefty Isekite and Les Hall worked for the Sacs.

	R	H	E
Everett	10	4	1
Tacoma	6	1	1

—STSC—

CRUISING DATES

Employees of the Timekeeping department Wednesday evening boarded the Gallant Lady II for the first twilight cruise of the season. A delightful time was had during the trip to a resort on West passage.

Sunday, the Laborers' department will engage the boat for the day and cruise to Harstine island near Olympia. Present reports indicate clams and goeducks will be in for a tough day when the gang invades the beach.

Material Stores have selected June 27 as their cruise date. Other departments have arranged cruises for later in the season. But few Sunday dates are still available, though many Wednesday and Saturday evening bookings are still open.

A party of 50 persons is required to complete cruise arrangements. Sunday cruises are \$1 per person; the night cruises 75 cents per person. Both prices are subject to federal transportation tax.



As a climax to the membership drive of the Shipyard Athletic club, George Rehm, 63, maintenance carpenter, 1st shift, was awarded the grand prize of a \$2,500 war bond at a grand drawing June 13 at the Century ballroom. Here, Erling Tollefson, president of the SAC, is shown presenting Mr. Rehm with the bond and congratulating him upon collecting the full amount, due to a perfect attendance record as stipulated by terms under which the drawing was held. Twenty-four others won either bonds or stamps ranging in value from \$5 to \$100.

Puget Sound Golf League Planned

Golfers on both the day and swing shifts are haunting the fairways these days in preparation for tournaments scheduled to be held later in the summer. The boys have established handicaps in preliminary play-offs and are set and ready for the "bigger" things of local golfdom.

The Shipyard Athletic club revealed plans are underway for a Puget Sound Golf league in which all shipyards in this area will participate. The plan is being sponsored by the Lake Washington yard and is being met with the approval and enthusiasm of all concerned.

In line with the league play, all golfers in the local yard, regardless of where handicaps have been established, are requested to contact either John Wise, chairman of the golf committee, or Director Emmett Krefting in the SAC office.

—STSC—

SAC Picnic Slated For Mid-Summer

Shipyard Athletic club's annual picnic is slated to be held at Spanaway park during the first two weeks in August, President Erling Tollefson has announced.

On the picnic committee are John Wyckoff, chairman; Walter Hilber, Homer Purcell, Thad Neese, Otis Sims and Bert O'Hiser.

SHEETMETAL BOYS ARE UNDEFEATED

Computing averages on a basis of 14 games played, Sheet Metal leads the day shift softball league with .1000. Stores, in second spot, have dropped slightly since the last report, but still maintained a comfortable lead over the third-spot Electricians. The second-spotters dropped three games in the 14 starts for an average of .885, while the Electricians, with eight wins and six duds, came in for a .571.

It behooves the league leaders to keep an eye on the hard-fighting Administration squad and new pitcher Arne Brown. Stores dropped a hard-fought battle to Administration by a score of 5-3. Climbing steadily, Administration has won seven of 14 games played, boosting their average from .400 to .500 since the last report.

Other averages: Joiners, .357; Burners, .286; Navy Cost, .214, and Welders, .214.

In the Swingshift softball league, Fitters and Shop A were tied for first spot on a basis of 10 games played. Each won eight and lost two for an .800 average. Burners followed with .600; Sheet Metal, .556; Hoisting Engineers, .333, and Welders, .200.

—STSC—

"The same tornado that blew away my father's wagon dumped an automobile in the front yard."

"That's no tornado — that's a trade wind."

Tax Explanation In Next Keel

The new payroll deduction for Income Tax will go into effect the week of July 5th and will be taken out of your check for the first time, Friday, July 16th. You will be surprised to find how little it will affect you. It is requested you do not cancel your War Bond Savings or any other Savings plan until you read the NEXT ISSUE OF KEEL, with its complete explanation of the new tax.

Horseshoe Play Now Under Way

A call to all horseshoe players to rally around the peg at Wright park Sunday at 2 p.m., has been issued by W. A. Bentley, chairman of the horseshoe committee.

An exceptionally fine turnout greeted the first call and plans are now underway to form a team of top-flight players to challenge other teams in the Puget Sound circuit. Possibility of a game with the state team later in the season has been mentioned.

The team is one of the many activities sponsored by the Shipyard Athletic club. Preliminary play-offs are now in progress to classify players into the division indicated by their skill.

A splendid course of 16 lanes is available at Wright park and play is progressing with full cooperation of the Metropolitan park board.

Those desiring to participate are requested to contact either Chairman Bentley, casting lot, second shift, Committee Members Melber A. Evans, paint shop, first shift and Louis L. Evans, time-keeper, second shift, or the SAC office, Ex. 727.

—STSC—

Christian Group Elects Officers

Second meeting of the Christian Sea-Tac Life Savers was held Monday at the Y.M.C.A. The organization, undenominational in character, got off to a flying start last month with a dinner-meeting at C.P.S. At that meeting C. J. Ramquist was elected chairman; Dave Wright treasurer, and Allan Clifton, secretary. A representative from each craft was elected to serve on the executive committee.

Sea-Tac Sketches



From burner on the graveyard shift to assistant supervisor of the Labor-Management committee is a big step, but Eugene Rickabaugh took it in his stride and never turned a hair. Gene took leave of Stadium in 1933 and went on to C.P.S. and Washington State college, majoring in business administration. His brother, Lee Rickabaugh, former Tacoma attorney, is now a lieutenant in the Navy air corps. As easy to take as a day of sunshine, Gene is very popular.



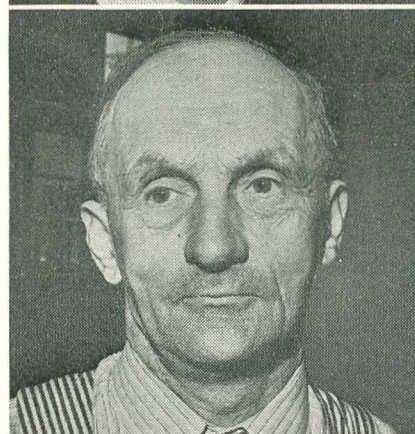
Meet Bridegroom Jack Carter, leadman shipfitter, 2nd shift, who figured largely in Sea-Tac's first recorded romance recently when he met and married Rosalie Whydra, burner, all within the short space of a month. Such speed and efficiency are commendable, Jack, and to you and your charming bride goes gobs of congratulations from all of us. They met on No. 1 hot slab where Rosalie worked as a burner. Dan Cupid got in a few licks and it was all over but the bell ringing.



Genevieve Sawyer, third shift time checker, was busy checking brass early one morning when two gentlemen (overstatement) arrived and requested a picture and interview. Apparently a little dazed by it all, "Gen" responded gallantly. Yes, she had worked in the time office since her graduation from Eatonville high school. The oldest girl (from point of service) on the third shift? Yes. Did she like the third shift? Of course. The two men went away. "Gen" returned to her brass.



This smiling young fellow is Bob Deering of the Service Equipment department headed by Phil Spaulding. Daily tramps around the yard keep Bob in good shape but they are a mite hard on the No. 17 stamp. Bob worked for the Stores dept. and was assistant supervisor of the Labor-Management committee before he took over his present position. He is a graduate of the U. of W., where he earned his letter in tennis. Hobbies? Ask him about son George.



This gentleman has two stalwart sons in the Army air force. Yabetcha! Maurice and Robert Crowther, sons of John A. Crowther. John, who is a familiar sight in buildings 23- 31 and the time office, dismisses their services with, "They're good kids," but pride radiates from his eyes like sunlight reflected on snow. No stranger to army life himself, Johnny served during the last war, and was with "Black Jack" Pershing on the Mexican border.

Gasoline Renewal Application Forms Due After June 22nd

Application forms for renewal of "A" and "D" (motorcycle) gasoline books, which expire June 21, will not be available until after June 22, the Office of Price Administration has announced through its representatives in the Employees' Relations building. After that date forms may be secured from either the local building or from any gas station.

Application forms, properly filled out, may be either sent or taken to the Employees' Relations building from where new books will be issued approximately two weeks from application date.

The following procedure has been outlined:

A. The applicant must completely fill in all of the spaces enclosed within the heavy bor-

ders on both part A and part B. It is particularly important he fill in his name and address in the lower left hand corner of part B.

B. His current Tire Inspection record will be turned in along with the application, and must show that at least one tire inspection has been made and approved.

C. The back cover of his basic "A" or "D" book must also be turned in. This should have the applicant's signature and address in the spaces provided therefor.

All shipyard employees who are the holders of basic "A" or "D" ration books, must apply for renewals at the Employee's Relations building.

Problems of Transportation Merits Workers Cooperation

In an effort to solve the major problem of transportation for Sea-Tac workers to and from the job, the Employee Relations department has prepared for publication the following forms. Those needing either riders or a ride are urged to fill out the proper coupon and present it to either window 13 or 14 in the Employee Relations building at their earliest convenience.

Government rules state a coupe must carry one rider beside the driver and a sedan three riders other than the driver. In cases where possible there should be a "share-the-ride" exchange, thus saving wear of tires on any particular car.

Many applications for rides have been received at the local building, but due to inability of the department to contact drivers from certain localities, the problem of locating rides for applicants is proving difficult.

Transportation worries fall upon the shoulders of Supervisor Cliff Erdahl, who said: "We have a major transportation problem here. Cooperation of each and every worker concerned will be deeply appreciated. We request their help so we, in turn, may help them and thus contribute to the war effort."

If you are in need of a ride, fill out the following blank and turn it in to Windows 13 or 14, Employee Relations building.

Date _____
 Name _____ District or nearest town _____
 Address _____ Badge No. _____ Working Hours _____
 Home Phone _____ Location in Yard _____ Yard Phone _____
 Private Car _____ Victory bus _____ Nearest through road _____
 Where do you wish to be picked up? Detailed description _____

Every car driving to the Seattle-Tacoma Shipyards should be filled to full capacity. If you need riders fill out the following form and turn it into Windows 13 or 14, Employee Relations building.

Date _____
 Name _____ Badge _____ Shift _____
 Home address _____ Home Phone _____
 Location Yard _____ Yard Phone _____
 Capacity of Car _____ Number of riders at present _____
 Will accept ride with someone else _____ Why not? _____
 Yes No
 Will rotate driving with someone else _____
 Yes No
 Detailed description of route traveled _____