

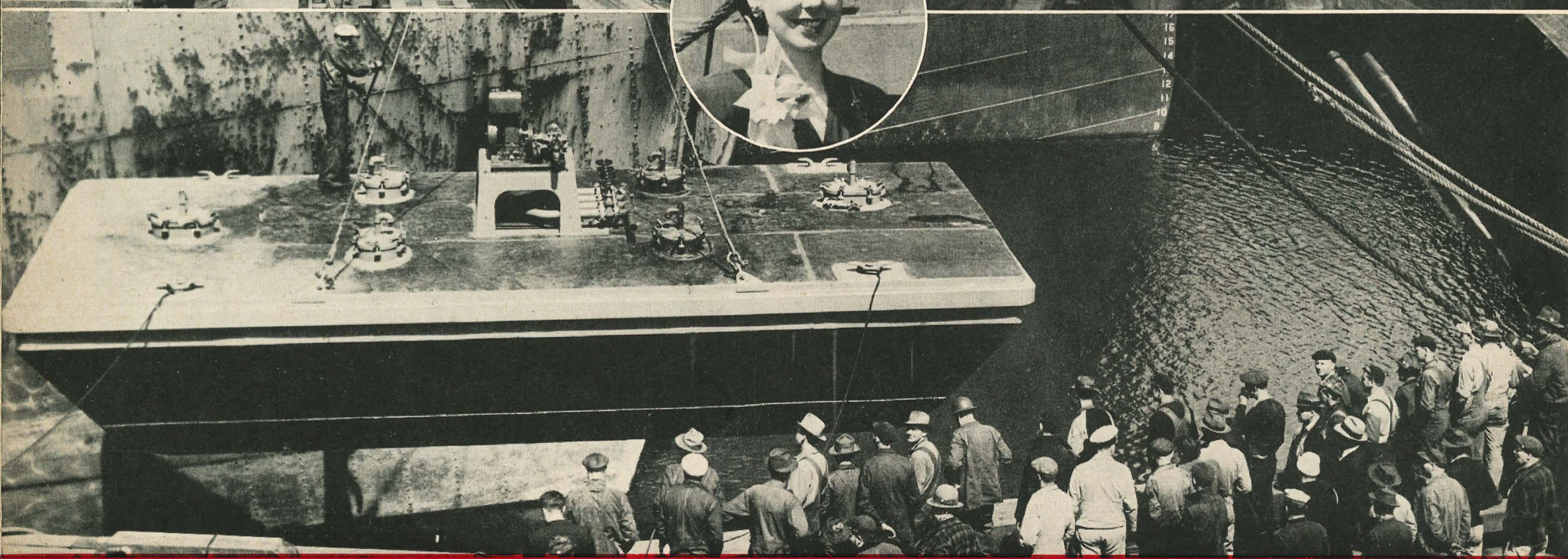
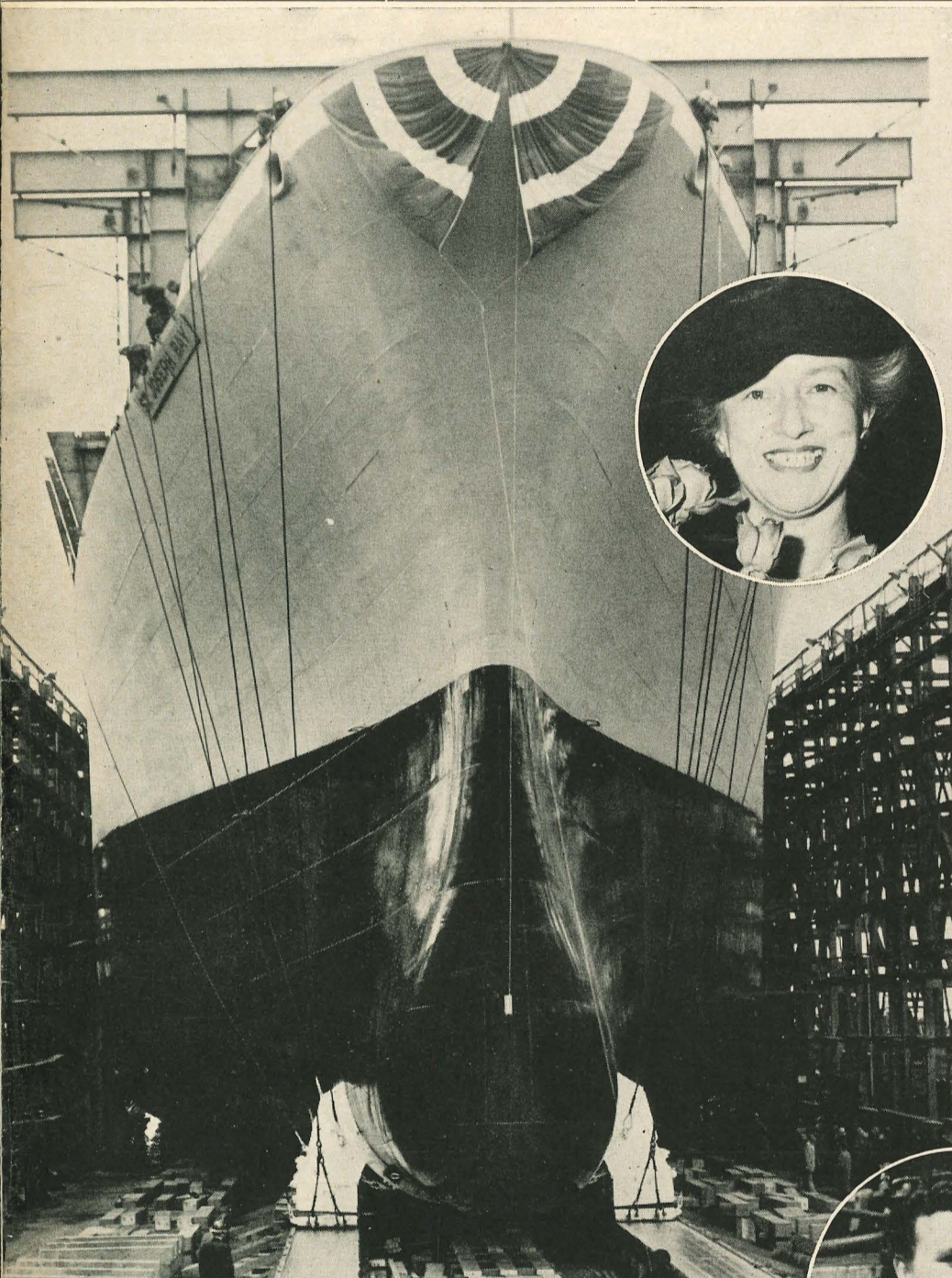
# KEEL



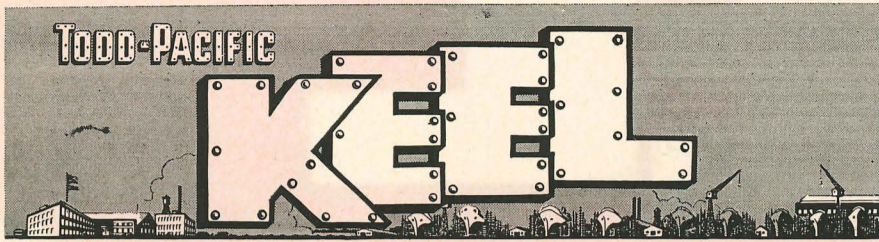
Vol. IV, No. 1

FOR THE MEN AND WOMEN WORKERS OF TODD'S

June, 1944



**3 LAUNCHINGS and a NEW KEEL**



TODD-PACIFIC KEEL is published once a month by Todd's for its men and women workers in the Pacific Northwest. Contributions to its columns are welcomed. Address communications to the Todd-Pacific Keel at any of the three plants.

HOWARD WOOD.....EDITORS.....JOHN VAN DEWERKER  
ROY LEISER.....PHOTOGRAPHERS.....JIM BRUMMETT

## Our New Name . . .

The Seattle-Tacoma Shipbuilding Corporation is now known as Todd-Pacific Shipyards, Inc. The reason for the change is to preserve a name that has been identified with shipbuilding for more than a quarter of a century in Seattle and Tacoma.

Todd yards on both coasts have accomplished amazing results since Pearl Harbor. Approximately 12,000 ships, totaling nearly 60,000,000 tons have been repaired, built or converted.

When the final record of World War II is written, Todd workmen will be credited with the real part they played in speeding victory by "keeping them sailing."

Tacoma and Seattle's part is typical of all Todd yards. In 1916 Todd's began operations in Seattle and in 1917 in Tacoma. They built and repaired ships for the first World War and helped to establish the Puget Sound area as a top-flight shipbuilding center with records for other sections of the country to shoot at.

Todd's at Seattle continued on through the lean, depression years, helping to keep the local, coastwise and offshore fleet sailing.

The Tacoma yard kept going until about eight years after the first World War. In the early 20's this yard built three cruisers, excellent ships which were a credit to the yard and to the industry.

One of the very last of the two privately built merchant vessels to be constructed in the United States before the revival of merchant shipbuilding in 1938, was built at the Tacoma yard. Then, with bottoms going begging at ten cents on the dollar, this yard had to close.

However, when the Todd people, with their own funds, decided to build a yard in the Pacific Northwest, to participate in the Maritime Commission's 500-ships-in-ten-years program, Tacoma was chosen as the site of the yard.

This was in 1939 and many of the old-time shipbuilders who had worked for the old Todd yard were re-hired. Many others, department heads, foremen and assistant foremen, were recruited from the Todd Seattle yard.

Long before Pearl Harbor the destroyer yard in Seattle was constructed and the foundation for the present huge Todd operation on Puget Sound was established.

It is not without regret that the name Sea-Tac is being dropped, but the workers in these yards will continue to build fighting ships for fighting men and continue to write a bright page in Pacific Northwest shipbuilding history, under the name of Todd-Pacific.



### KEEL'S COVER

Four launchings—three vessels and a new and enlarged KEEL. Todd launches three vessels within a space of a few hours. Tacoma yard: U.S.S. St. Joseph Bay, escort aircraft carrier, largest vessel ever built on Pacific Coast. Sponsor, Mrs. Florence Eves . . . Seattle yard: U.S.S. Gregory, 2200-ton destroyer. Sponsor, Miss Anne McGuigan . . . Dry Docks at Seattle: Coast Guard oil barge. Sponsor, Loretta Erickson . . . In a spirit of fun, workers gave tiny Coast Guard oil barge an "official" launching . . . sponsor christened this craft "Oily-Bird"! . . . TODD-PACIFIC KEEL: For the men and women workers of Todd's who build and repair fighting ships for fighting men.

## WINS (Women in Shipyards)

By MILLIE BEEKMAN

Glamour comes to Todd-Pacific, in the person of pretty, blonde Irene Harris, of the Tacoma Yard, for she has a background of the lights and excitement which go to make up the modelling profession.

Her likeness has graced such national publications as Life, Cosmopolitan, The Saturday Evening Post, and Redbook, in an advertisement for Washington State, and she also appeared in the picture of the daffodil fields which won a contract with Life Magazine for Jay Eyerman, Tacoma photographer.

Irene also admits having won, strictly as a sideline, several "Big Apple" contests, when that dance was at its peak.

She's a Tacoma gal, a graduate of Lincoln High School, and her

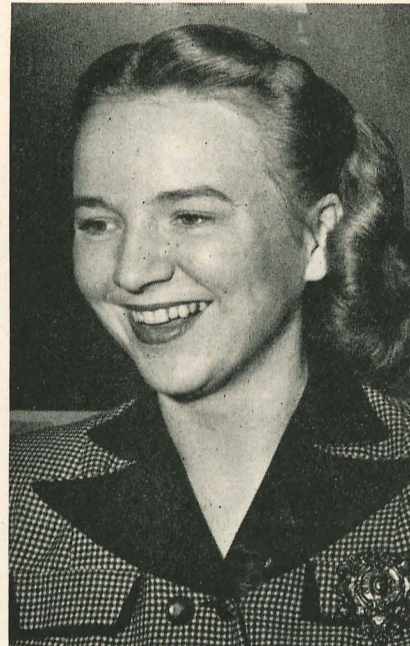
Caught in a sudden shower with your new spring bonnet? And did the veil wilt right along with your spirits? Well, here's a tip that will perk up both of you—freshen the veil by pressing it with a hot iron under a piece of wax paper

☆☆☆

And then there's the one about the sweet young thing who appeared at a soda fountain armed with her own banana, and asked if it were legal for them to make her a banana split?

☆☆☆

One department in the Seattle Yard of Todd-Pacific, not only wants good workers, but is particular about the size of its women employees. For the task of working in the narrow confines of the bilges and tanks, Jack Powers, leadman pipefitter chooses gals under five feet. He has found that they tire less easily in the cramped working space, in which the average girl would have trouble putting her feet. We ran across this crew of semi-midgets the other day, and snapped a picture of them. Lillian Houff is a middle-west girl, hailing from North Dakota. Anne Lucero and her sister Lola Val Dez call Colorado their home, and Jennie Pawlaczik is from Seattle. All of them like their work, and the out-of-towners expect to stay in Seattle after the war.



husband, Charles E. Harris, is a Stadium graduate. He is in the Army stationed at Camp Roberts, California right now, but soon will go to officers training school. For two years prior to entering the service, he was employed at the Tacoma yard as a shipfitter.

Irene has been at Todd-Pacific since May of last year, and is in the engineering dept. in ventilation.



**ALL UNDER FIVE FEET!** These Destroyer yard pipefitter's helpers are picked small for the jobs they have to do, working in the bilges and narrow compartments. Left to right: Lillian Houff, Anne Lucero, Leadman Jack Powers, Lola Valdez and Jennie Pawlaczik.

# Todd-Pacific Yards Win "E" Flag Stars!

DEPARTMENT OF THE NAVY  
OFFICE OF THE UNDER SECRETARY  
WASHINGTON

11 May 1944

Mr. O. A. Tucker, Vice-President  
and General Manager  
Seattle-Tacoma Shipbuilding Corporation  
Tacoma Division  
Alexander Avenue  
Tacoma, Washington

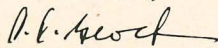
Dear Mr. Tucker:

At the last meeting of the Navy Board for Production Awards the Tacoma Division of the Seattle-Tacoma Shipbuilding Corporation was considered for a renewal of the Army-Navy "E" Award. It is with great pleasure that I inform you that the renewal was granted. Accordingly, a new flag with one star affixed will be forwarded to you in the near future.

The men and women of the Tacoma Division have achieved this high honor by continuing their splendid production in such volume as to justify this renewal of their award. In the first instance it was difficult to win the Army-Navy "E" and by meriting a renewal, the management and employees have indicated their determination and ability to support our fighting forces by supplying the equipment necessary for ultimate victory.

The Navy Department extends its hearty congratulations and desires to express a fervent hope that future production will be even more outstanding.

Sincerely yours,



C. C. BLOCH  
Admiral, USN (Ret.)  
Chairman, Navy Board for Production Awards



**FIFTH NAVY "E"!** Captain H. N. Wallin presents E Flag to "Gold Star" workers representing all Todd Pacific employees at Destroyer yard ceremony. (Left to right) Capt. Wallin, Stanley Toothman, rigger; Cliff Beahre, electrician; Bill Borlen, sheet metal; Peggy Morris, electrician; Wanda Fink, welder's helper.

**WORKERS TO GET "E" PINS!** All new workers who have been employed at the Tacoma yard since the first awarding of the "E" flag late last year have now earned the privilege of wearing the attractive "E" lapel emblems. They can get their pins by applying at the personnel offices, 11th and Alexander, before or after work.

## Quick Auto Repairs Promised

Prompt repairs of cars of Seattle Todd workers are now assured. Arrangements made with the Seattle Automobile Dealers' association by the transportation departments of the two yards has resulted in a priority system that will enable workers to have repairs made in the shortest possible time.

Getting repairs promptly has been increasingly difficult, many

cars being tied up for days at a time. With the majority of workers depending on them for transportation, it is important that they be kept in good condition. Under the new set-up it should not be necessary for any car to be out of service for more than a day and a half.

For further information and priority service see your Transportation departments.

Official presentation of Seattle Todd-Pacific's fifth Navy E was made at a noon-time rally by Captain H. N. Wallin, U.S.N., Supervisor of Shipbuilding for the Seattle Area. Receiving the award on behalf of Todd-Pacific workers were six "Gold Star" relatives of men lost in the present conflict.

A stirring challenge was given Todd-Pacific workers by Captain Wallin in his presentation address when he impressed upon them the necessity of increased production and that only through the united efforts of all would schedules be met.

Present at the ceremony were

Todd-Pacific President R. J. Lamont, who asked for complete cooperation of workers in helping the Navy build its fleet to scheduled strength, General Manager E. B. Colton, Capt. H. K. Stubbs, Lt. Comdr. A. V. R. Watson and Lt. Comdr. F. W. Hoyer, who in a pre-presentation talk assured Todd-Pacific men and women that the ships being built here are "the finest in the world."

Jules Radinsky's orchestra furnished the music while Beryl Sagger, bond dept., and Al Kendrick, burner, each sang.

★ ★ ★

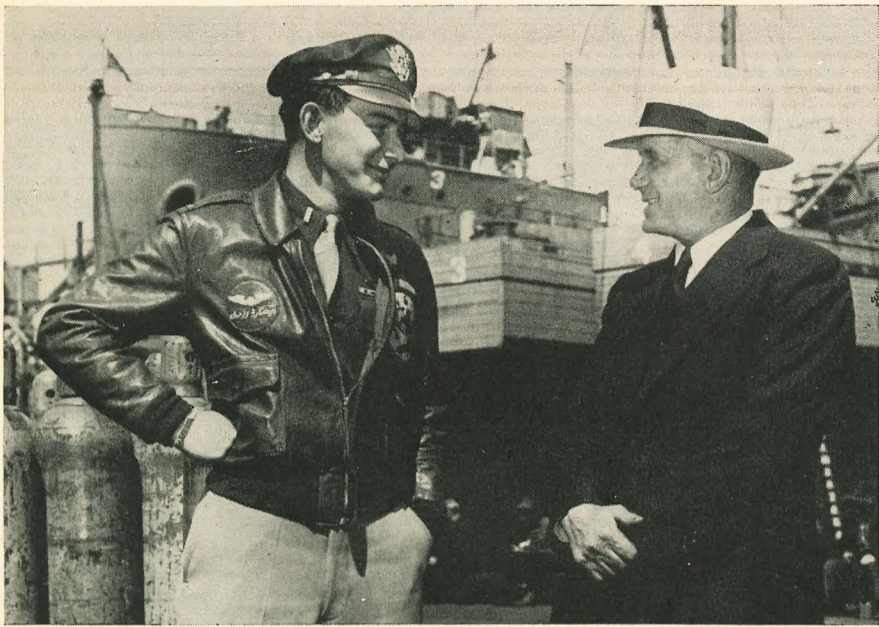
## Seattle Workers Present Show at City Center

Todd-Pacific workers of Seattle sponsored and presented the Victory Square program in uptown Seattle, Saturday, May 20th. Entertainment feature of the program was Jack Evans in his one man wrestling act. Jules Radinsky's Todd-Pacific band furnished the music with Mary Benn, Fred Beardon and Bill Lockwood each singing several numbers.

Two capable Todd-Pacific women welders, Veronica Stenholm and Doris Dupree, gave an interesting welding demonstration designed to stimulate interest in the current employment drive for women welders. A three-minute newscast was made by Herb Twiss and Russell Brooks of the Treasury Department's Bond Committee spoke, commending Todd-Pacific workers for their fine spirit and cooperation in always meeting their bond drive quotas.



**VICTORY SQUARE SHOW** is presented by workers from Seattle yards of Todd-Pacific. Above picture shows part of the crowd that enjoyed the unique welding contest staged by two charming women welders. They welded the V for victory which they are shown holding (inset), left to right, Veronica Stenholm and Doris Dupree.



**FIFTY MISSIONS!** Veteran of 50 bombing missions, Lt. Al Dowsing, Jr., shown with his dad, Al Sr., Destroyer yard, as they are talking over some of the amusing incidents Lt. Dowsing saw while in Italy. That queer-looking emblem on his jacket is a souvenir of North Africa, his name is inscribed on it in Arabic.

Proud indeed is Al Dowsing, Sr., veteran Todd Drydock machine shop rigger, of his handsome son, Lt. Al Dowsing, Jr., U.S.A.A.F. Young Al, recently returned from the Italian war theatre, has taken part in more than 50 bombing missions over enemy territory as navigator and gunner on one of the famous Flying Fortresses.

His plane "Thundermugg" came through the many bombings with remarkably few holes from enemy flak and although at times it seemed "thick enough to walk on," the crew of the Thundermugg suffered no casualties and is credited with downing nine enemy aircraft.

"The most exciting mission and the one on which no one was convinced we would return," says Lt. Dowsing, "was the one over Foglia."

The number three motor was shot out and besides quantities of flak bursting around the plane, which because of being crippled had to drop out of formation, eleven enemy fighters jumped on the limping plane determined to deal a death blow. Only through the cool-headed flying of the pilot and the supreme efforts of the gunners were the Thundermugg's wheels able to touch her home field.

Lt. Dowsing has been awarded the Air Medal with nine Oakleaf clusters in recognition of his fine

work in aerial navigation. He tells us that the average age of bomber crew members is 24; he himself is 22. After a few weeks in a California rest home for war fatigued fliers Lt. Dowsing hopes to be assigned to fighter pilot training school. His one desire is to fly his own plane in combat.

Al Dowsing, Sr., has worked for Todd's as long as there has been a Todd organization in Seattle, over 27 years. He was employed by the Seattle Drydock and Construction Company when it was taken over by Todds, and has been rigging here ever since.

**Seattle Division  
Opens Downtown  
Employment Office**

717 Second Ave.

If you have a friend or relative who is not yet working in a war industry, have him or her investigate job opportunities in Seattle yard. Men and women are needed to learn welding, shipfitting and other crafts.

Clerks, stenographers and typists are also needed.

**How Is Your Health?**

ROSS D. WRIGHT, M. D. F. A. TUCKER, M. D. LEWIS A. HOPKINS, M. D.  
Todd Staff Physicians

Surely people are more important than cows. Or are they? On first thought, we would say yes, but when we know that medical authorities estimate that about fifty percent of the people in this country have been infected with tuberculosis but that less than one-half of one percent of all the cattle are infected, we can't help but wonder if people are more important than cows. The milk we drink is virtually free from tuberculosis as a result of pasteurization and the tuberculin testing program which has been in operation for many years. We know that our cattle are certified to be free of tuberculosis and yet we can't say the same thing about ourselves and our children.

Just because fifty percent of the population has been exposed does not mean that half of them are ill. It does mean there are a goodly number of apparently healthy people who do not suspect that they have the disease and are a menace to themselves and their fellow men. The best way to find these people is by means of a chest X-ray. This will show if the tuberculosis germs have infected a person, or whether or not the disease is active.

If all of us in the United States were to have a chest X-ray as the cattle were tuberculin tested, we would not read in our papers that 57,000 persons died from tuberculosis last year as compared with 30,000 casualties from two years in war. We know how to prevent the spread of tuberculosis but we neglect to take the one step that would do more to control the disease than any other—have a chest X-ray made of ourselves and each member of our family.

Tuberculosis is not inherited. It is a contract disease similar to a communicable disease such as diphtheria. This is why tuberculosis seems to run in families. When an active case of tuberculosis is found in one member of a family and that member is isolated from the other members, this contact is broken and the danger of others getting tuberculosis is lessened. The principle is the same with a case of diphtheria in one of the children in a family. But we can't isolate a member of the family who has tuberculosis, if we don't know he has it. Apparently healthy people must be X-rayed in order to find the unsuspected case before other members of the family—and associates—can be protected. The diagnosis of tuberculosis is not a tragedy; the delayed discovery is the tragedy.

We believed tuberculosis in cattle was of sufficient importance to insist upon tuberculin testing, and we have virtually wiped out the disease from our herds. Do we consider cows more important than people? A chest X-ray has been found to be the most effective way of discovering early tuberculosis, and more than 12,000,000 persons have been X-rayed by the armed forces. Why not take that first step in wiping out tuberculosis from all people by having your chest X-rayed? Know for sure that you are free from this dread disease.

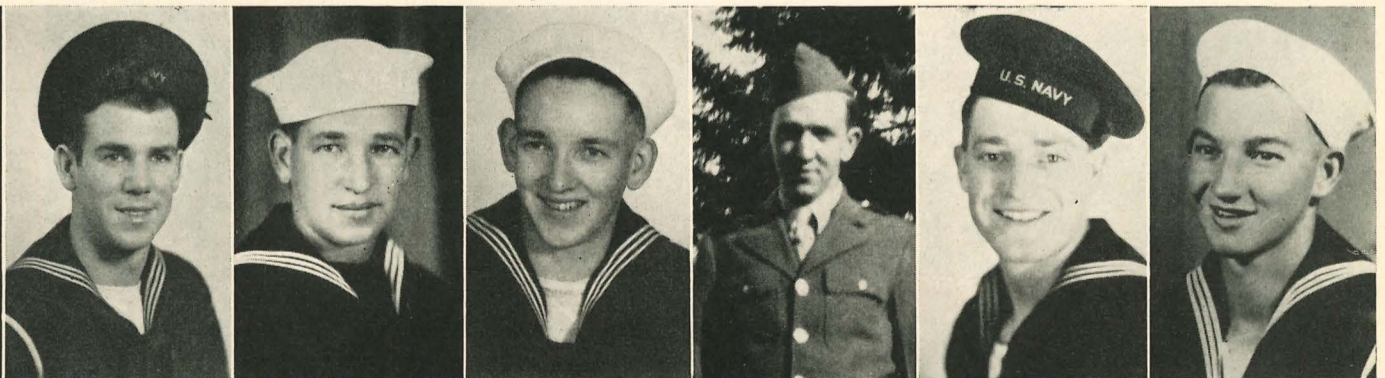
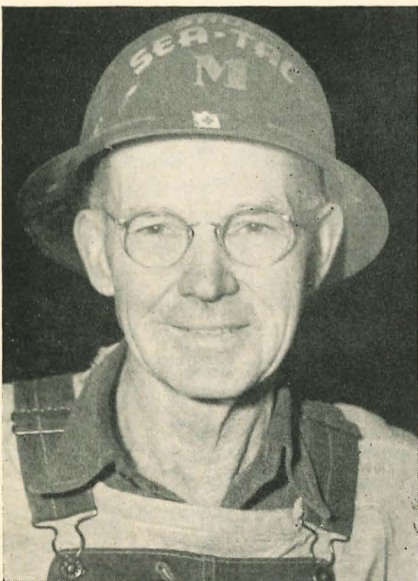
Delay is dangerous—do it now!

**YOUNG ARMY!**

Jimmy Ball, 12 year old son of Mrs. Elsa Ball, Tacoma division worker, is a captain of an "army" made up of youngsters in his neighborhood. Below is a pledge he signed when he joined this "army":

I pledge to stay in the army

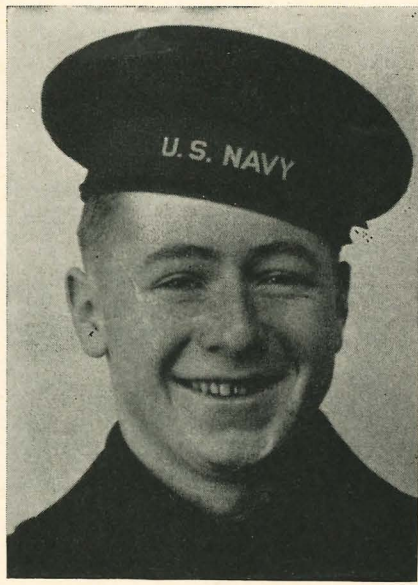
for two months, and not to fool around while drilling, and to take orders from my superiors. If I leave the army before my time is up on my word of honor I will permit them to beat me up without complaint. I pledge allegiance to the flag and to my army and to keep myself fit and mentally strong.



**ON BOTH FRONTS!**

Shipfitter Virgil Moon, Tacoma division, proud of his two years on the production front, is more proud of his four sons and two grandsons who have been fighting on the war fronts. They are shown above (left to right): Bob Moon, cook with the Commandos; Chet, with the See-Bees; Raymond, cook in Navy; Carl, wounded while with Army and now on Todd-Pacific production front; Grandson George Morgan, in Navy, and Willard Morgan, also with Navy. Shipfitter Moon, pictured at left, has 12 children, seven boys and five girls. Two daughters are in war work and a son-in-law, Floyd Neydegger is serving in Navy. Oh, yes!—There are six nephews in the Navy.

# MOTHER AND NAVY SON



In a letter to his dad and mother, Del Sprague, Jr., seaman first class in a submarine on South Pacific duty, formerly on Todd's Tacoma production front, said in part:

**"Our recent trip was very successful. We sent six ships to the bottom. I cannot tell you where we went or what the weather was like."**

Young Del, who has many

friends here, has now earned the right to wear the coveted submarine combat pin. On his next trip he will be assigned as an instructor and expects to earn the right to wear the dolphin insignia.

Mrs. Sprague, his mother, is a war worker in the blue print room, while his dad, Del, Sr., is an electrician here with an enviable record of no absenteeism.

We wish to express our appreciation to our friends for the many kindnesses and floral offerings during our recent bereavement.

Mr. and Mrs. Einar Larsen  
Mr. and Mrs. Herbert Rollevson  
Donald Rollevson

I wish to thank all of my fellow workers who so generously contributed toward the splendid house-warming gift presented to me last week. I will always remember your kindness and thoughtfulness.

**"LUCKY" RANDALL**  
Plant B Outside Mach. Shop  
Seattle Yard

## :: HOME FRONT ECHOES ::

### A BED-TIME STORY!

By E. A. PUNTER

This is not so much a story as a formula for the prevention of the common cold among children. At the outset let me state definitely that the method herein prescribed is neither endorsed by the Medical Profession nor approved by Good Housekeeping. Furthermore, it is not my intention to encroach upon the valuable Health column conducted here by Todd medical men.

My knowledge of administrative procedure in the field of medicine scarcely extends beyond a mustard plaster and an aspirin tablet. The human anatomy to the best of my knowledge and belief, is a funny bone from start to finish.

To combat the common cold in its ravages among juveniles I use a formula compounded of two parts psychology to one part propaganda. The underlying principle is to create a family discord or common row immediately a cold makes its appearance. The row must be of sufficient violence to scare the pants off the afflicted child. This may sound cruel, but I assure you the means justifies the end—it works!

Let us suppose Sonny Boy is "sniffing" or Sister is drooling at the nose. I go into my act immediately. It consists of a series of rapid fire questions equipped with their own answers, thusly: Quote, "Are you catching cold? Of course you are! How did you get it? Not eating enough vegetables, wet feet? There's no excuse for it! Bundled up one day, naked the next! Continually catching cold; almost a chronic invalid, at your age too." Unquote. It goes on like this with increasing tempo, the tone more and more alarming, until there has been created such a strained unpleasant atmosphere, the victim is willing to take any curative measures for the sake of peace and quiet. If the cold extends to night coughing I wake up the victim and demand to know if he or she intends to keep everybody awake with that noise.

The important thing is, the method has worked for me. It is no exaggeration when I say that I have two children who are literally scared stiff to come home with a cold. I doubt if it will work however, with habitually nagging parents. The home life should be predominately peaceful so that a disrupting contrast is striking enough to become a matter of deep concern.

Yes, I know what you're thinking, "What happens when father is laid low?" Years ago I made the children a standing offer of one dollar for each and every time they could pin a cold on me, with the privilege of raising Cain as they saw fit. The outlay has seldom exceeded \$2 a year, and since I receive each year, both a Father's and Mother's day gift, they are really loosing money on the deal.

To make anything stick I have found it necessary to practice what I preached. Parental control to be effective must embody a suitable design for living and that design must necessarily be patterned by the parent with precept and example. Thus does the family become a mutual benefit association. The moral is:

**Bring up a child, or two if you'd rather;  
They'll fulfill the need of bringing up father!**



Punter



Throngs of Tacoma division Todd workers stood in awe-struck silence recently and heard the shocking story of how cruel Japanese inflicted atrocities on American soldiers and sailors after the fall of Corregidor in the Philippines.

They heard the gripping story from the lips of Lt. Comdr. Melvyn M. McCoy, USN, who was there as a prisoner to eye-witness the terrible deeds and who later escaped to tell the world what is happening to our boys.

It is not easy to recount what the heroic naval officer said to Todd workers. One statement stands out—

"Innocent Filipinos were given heavy clubs and forced to beat American soldiers and sailors in the face with them until the victims were knocked from their feet. If

the natives failed to knock the men down, they themselves were beaten, bayoneted and even beheaded!"

The officer told how 3,400 captured Americans died of thirst, starvation and atrocities in the first five months after capture.

Comdr. McCoy ended his gripping address by saying it is up to us on the production front to avenge these heroic men of the Philippines. He said we can do it by work—hard work, fast work, expert work!

McCoy came to Todd as a guest of Capt. J. L. McGuigan, USN, supervisor of shipbuilding, Tacoma area. The two officers were stationed together at Cavite on Manila bay at the beginning of the war. Capt. McGuigan had been transferred before the fall of Corregidor.



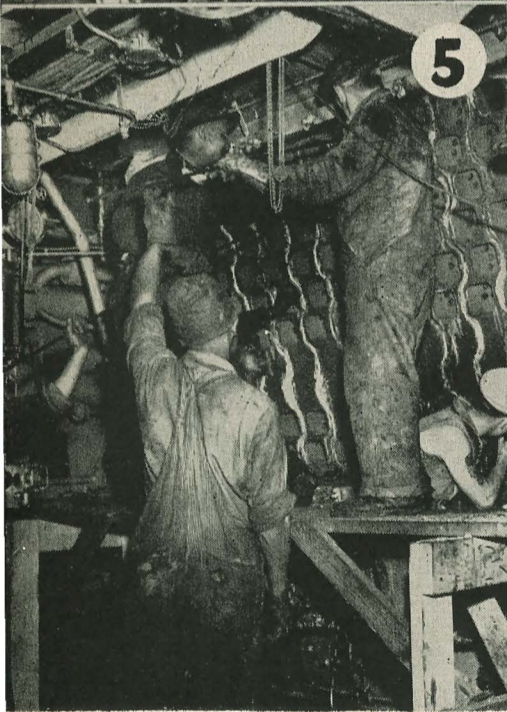
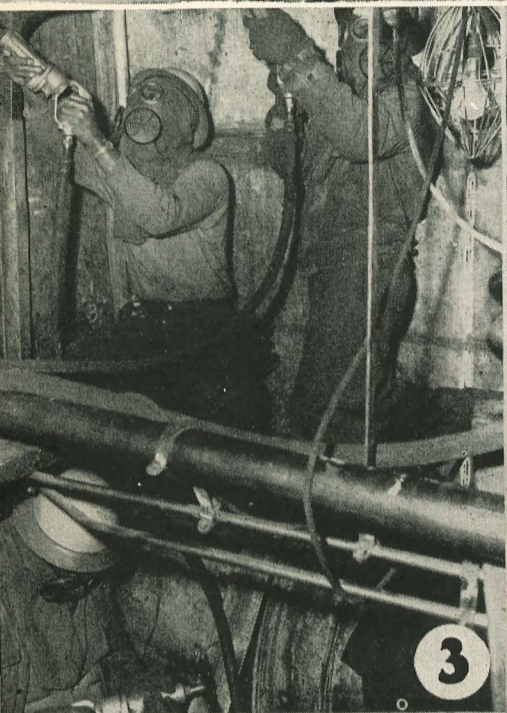
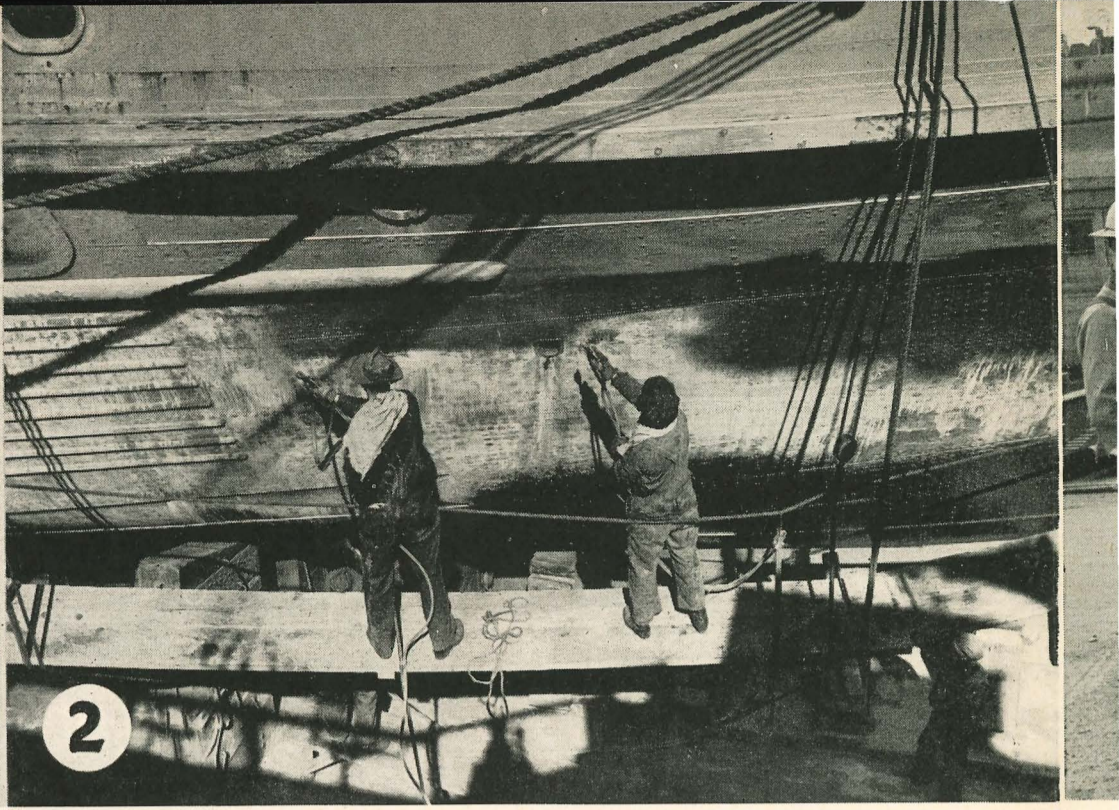
Lt. John Horrigan shown before the "Honor Roll" listing names of Seattle destroyer yard timekeepers who have entered the armed forces. "Jack," a former 3rd shift leadman has been in the army 18 months. His sister Kay works in the Plant A central tool room and two cousins, Bill and Betty Casad also work in the yard.

"Jack" was chosen out of a class of over 500 to attend OCS and is really making good. He expects to be sent overseas upon returning to camp.



## Honor Roll

THOMAS PADLER	PETER R. WALKER
OWEN S. BENDICKSON	MYRON P. WEBBER
HOWARD BENDTSEN	CRANFORD M. WIENKER
MARION W. CLINE	JOSEPH WHALEN
CORBIN C. COWLES	HAROLD D. TSCH
ELWOOD W. FLOOD	BYRON D. KIE
RICHARD H. GOLDTHWAITE	ART CARLSON
ED. J. GUMNICK	C.W. BRADLEY
LEWIS H. HEMILA	ALLEN C. RICE
CHAS. HETZER	WILLIAM SWEET
JOHN HORRIGAN	RICHARD KIMB
EINAR JOHNSON	TYOL LAKE
BENTON LAYCOCK	
VICTOR A. LIPIK	
CHAS. MAC DONALD	
ALBERT V. MCGEE	
JOHN W. MORRISON	
LAMONT PARISH	
CHAS. STANLEY PHERIG	
AARON B. ROSE	
RICHARD G. SANDERS	
CARL T. SCOVILL	
GEORGE P. THEODORE	



# Yard Labor . . .

Yard labor! Hundreds of men and women in yard labor in the yards clean. But keeping yards clean is just one of the dozen production front. They work round the clock on jobs of every

They repair pavement, excavate, wash windows, keep boats deliver stationery—the list is long!

Each department should make every effort to keep the yards spick and span as possible. Leaving trash, rubbish, tools and accident hazard and fire menace. After all, we spend most of all of us enough pride in ourselves and our jobs to try to keep

And make the unsung workers in yard labor happy too!

1. Scrap that is picked up by laborers who clean on the ships, both in the water and on the ways, is loaded into skips like the one shown here and later sorted by salvage crews. Shown at work on one of the salvage areas are Henry Stroben, Annie Blondin and Elizabeth Bonovich in Seattle destroyer yard.

2. Todd Drydock laborers painting below waterline of merchant ship. Before painting, all previous coats of paint and barnacles are either scraped or sandblasted away, leaving a clean, bright surface for the anti-fouling paint to adhere to.

3. Tank cleaners buffing and scraping the inside of a diesel oil tank on a new Todd-Pacific built destroyer. Workers in photograph are: Jimmy Green, Johnny Shadrach and George Steele; leadman is "Bill" Carr.

4. Vincent Giacalone of Tacoma window washing brigade, helps keep tell-tale grey from 12,600 window panes each month. Vincent has worked in yard better than three years.

5. One of the dirtier jobs at Todd's Drydocks is cleaning the boilers on a ship in for repair. Here men are shown in the fire room of a transport vessel cleaning the boiler tubes. They are (left to right) George Chauggus, Harry Weston, Frank Lockett, George Parker and Ed Williams. Ship's 1st Ass't Engineer M. H. Edmundson inspects cleaned tube.

6. Getting ready for a trial run aboard a destroyer at Seattle's Plant B. Laborers cleaning the pilot house and polishing the brass are Adolph Nyberg and D. C. Feeney. Fred Laako is shown fitting the floor covering

that is installed to protect the deck until after the commissioning.

7. These Tacoma yard laborers keep the tracks in "shape" for the "Tacoma yard railroad." They keep the tracks in shape of heavy material. Leadman in photograph is A. W. Lambert. Others are A. W. Lambert, Frank Torgie Slathe, Edgbert O'Neal.

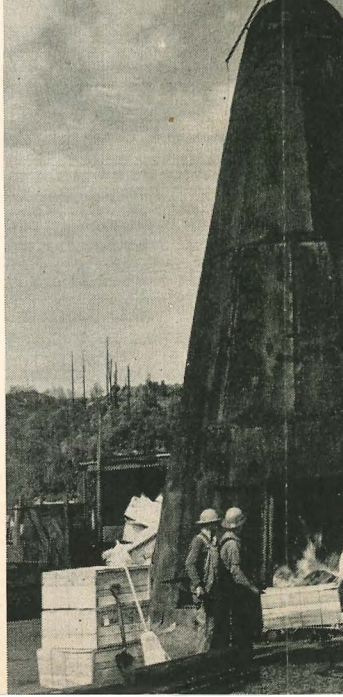
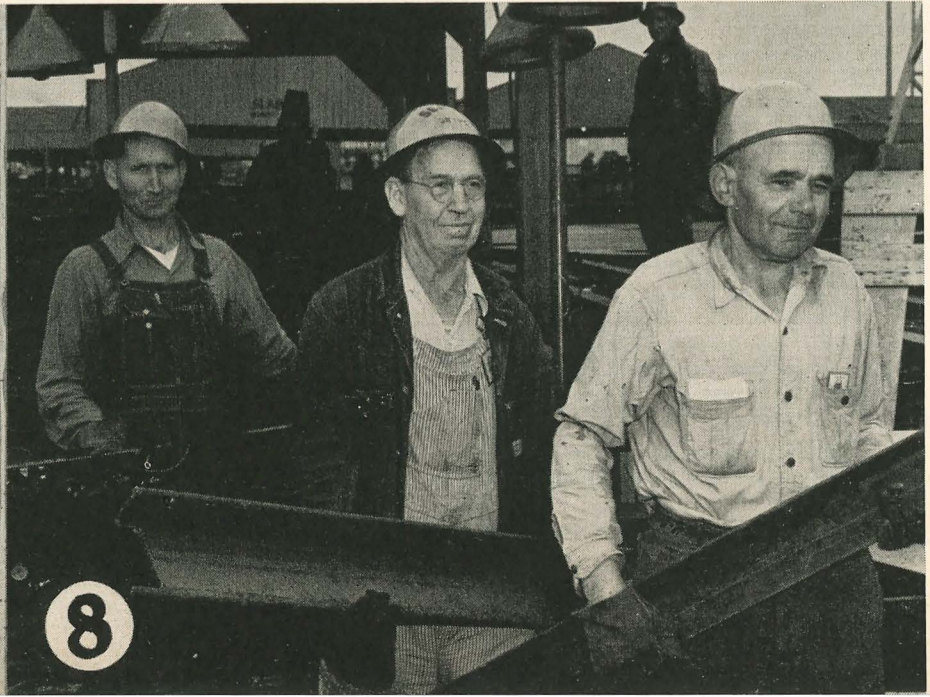
8. Handling salvage steel on ship. (Left to right) Ted Farl, C. E. Allen, Fred Stepich, native of Yugoslavia, has served in Italy.

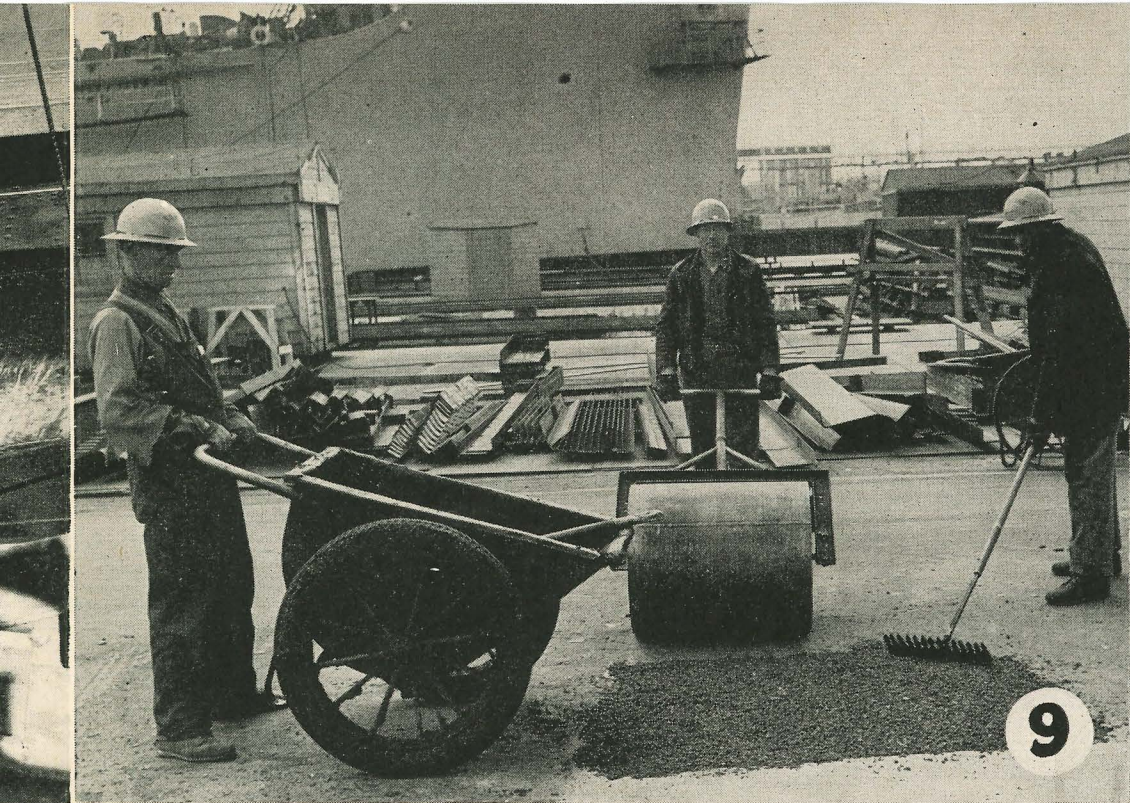
9. Repairing broken pavement on ship. Fred Casteel, Fred Pater and Eulis are shown making a black-top patch near an outfitting

10. The final salvage department at Tacoma is a big operation. All paper, metal, miscellaneous scrap is collected here and taken to B for final sorting and sale. Workers shown with barrels of aluminum scrap are Kikoruda, Louis Krezak, leadman is J. W. Alexander.

11. Making little ones out of big ones with hammers. These Tacoma workers, Fred Patzer are breaking up a size

12. F. W. Wootan mixing sand and cement to make Tacoma yard concrete. Two sons, one already discharged, are working in army air corps. Wootan has worked in yard two years.





9



10

...d labor in the three Todd yards are doing good jobs in keeping the dozens of tasks these workers are required to do along the ways of every description. They sweep, keep buildings clean, lay foundations, maintain railroad tracks, repair the yard, shops, ways and hulls on them as shipshape and smooth. The piles of tools and other material lying around looks bad and provides an annoyance to most of our waking hours here on the job, which should give us a good reason to keep our house in order. A happy tool!

...protect the decks and is not removed during cleaning.

...yard laborers are "working on the tracks in condition for handling the leadman in charge, O. J. Mistretta, Lambert, Frank Kirkland, John Burgess, and Bert O'Neal.

...scrap steel on way slips at Tacoma. Mr. Carl, C. E. Allerdice and Peter Stepich. Mr. J. J. Slavich, from Yugoslavia, has a son with American citizenship.

...broken pavement in Tacoma yard. Clayton and Eulis Cormier are making a new one and outfitting dock.

...wreckage department at Seattle's Plant B. They collect all paper, metal, rubber, lumber and other material which is collected in both yards and sent to the city for sale. Shown leading a truck loaded with aluminum scrap are A. L. Redfield, Steve Wozniak, leadman, Ernest Carlson and...

...the ones out of big ones with jack. Tacoma workers, Eulis Cormier (left) and another are working up a sizable hunk of concrete.

...man mixing sawdust with other contents in Tacoma yard sweeping compound. The material is discharged after battles of Africa; the workers are Wootan has been at Todd's yard.

13. Janitor Michael McQuade, Tacoma yard veteran of many wars and winner of many medals and campaign ribbons, shown wearing the Purple Heart, won during World War I while fighting five major battles in France. He was with Canadian, British and American armies, onetime champion fisticuffer of both British Army and Navy.

14. Husband and wife working in different parts of Tacoma yard, get together for this striking photo. Their reasons for doing a fine yard labor job—five sons. Meet Mr. and Mrs. Norbert Landry. Their fighting boys—Gabe, Joseph, Max, Roy, Alex. Two daughters keep home fires burning.

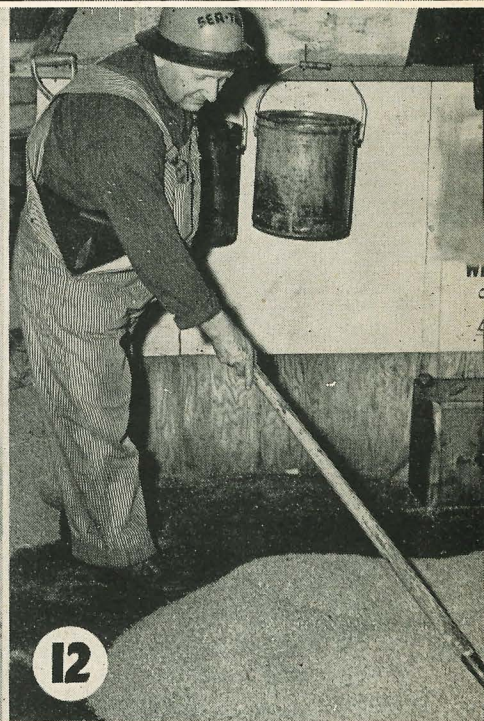
15. Three great incinerators burn big heaps of non-reclaimable paper, trash and other refuse accumulating in the Tacoma yard. Yard labor workers keep the fires burning and the yard clean.

16. Unpacking bricks from the cartons used to prevent corners breaking off in shipment are Ben Hale and Bill Richardson in Seattle destroyer yard. Henry James, labor leadman, is watching the procedure. These men sort, cut and carry to the ships on the ways all the bricks used in the fire boxes.

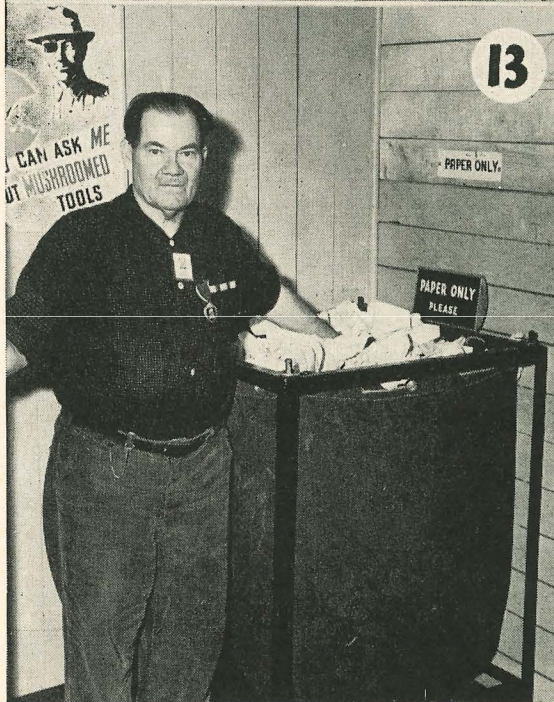
17. Part of rolling stock used by Tacoma yard labor. In this photo, including those behind windshields, are Walter Peterson, Al Benson, Alfred Olson, Oliver Romberg, Assistant Foreman M. A. Warring, George Teigen, Everett Chauput, Ed Earle, Mike Storino, Joe Wilson.



11



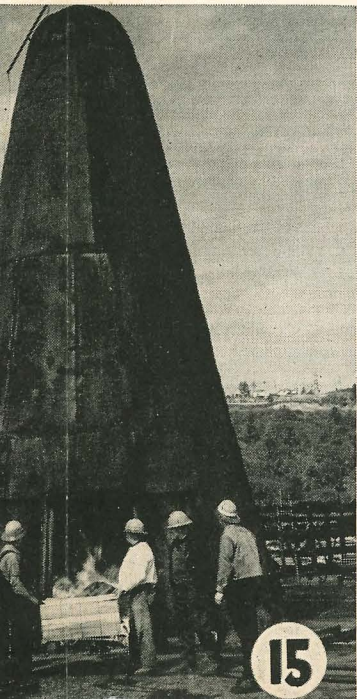
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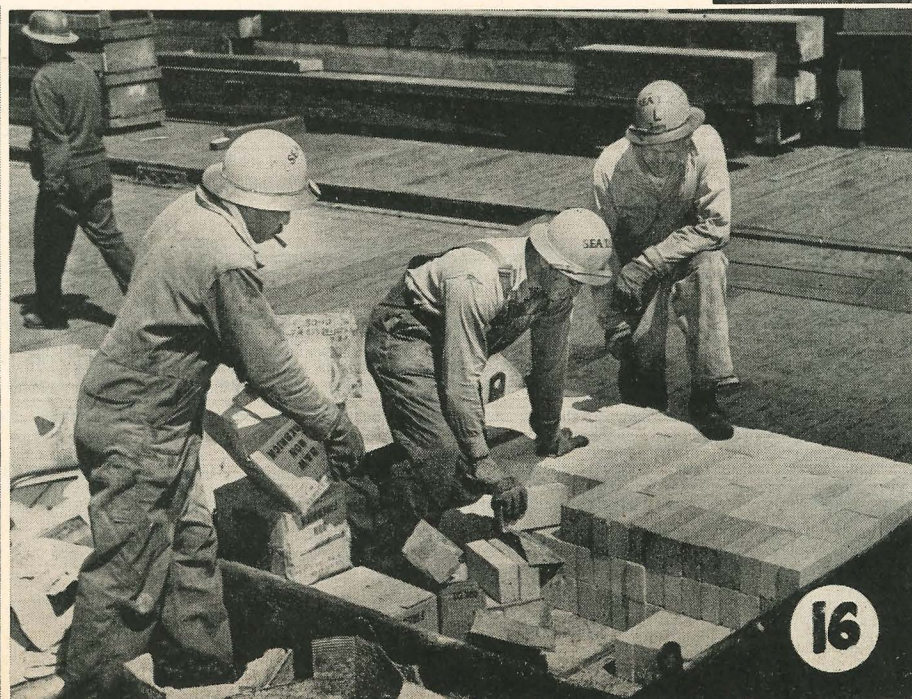
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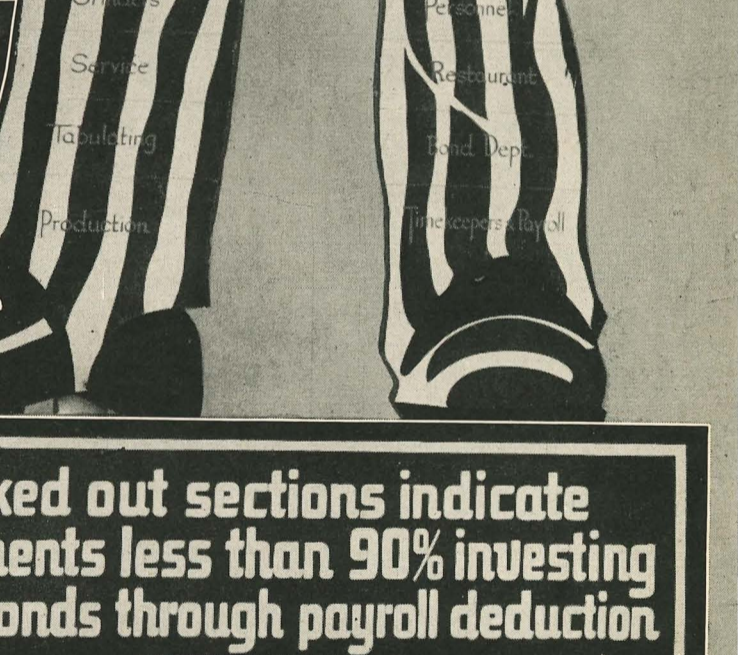
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16



17



**Blacked out sections indicate Departments less than 90% investing in War Bonds through payroll deduction**  
*Is your department in the picture?*



## JACK BENNY VISITS TODD-PACIFIC

(Top) Eunice Ewer, veteran Bond Office employee, presents Mary Livingstone with bouquet of American Beauty roses as representative of yard workers, as Jack Benny looks on. (Center left) Don Wilson urges bond buying. (Center) Jack and Mary pose for Keel's cameraman. (Center right) "Rochester" Eddie Anderson, sings "Short, Fat and 4-F." (Lower) Jack Penny arrives at Plant A amid cheering throngs of workers. (Circle) Phil Harris and Mary give out with one of their famous duets.

## TODD YARDS PLEDGE \$3,000,000

That's it. Three million in War Bonds! Todd workers have pledged themselves to purchase that amount between the 12th of June and July 8th when the Fifth War Loan officially ends. We have never failed to reach a bond drive quota yet; in fact, the last two have been over-subscribed.

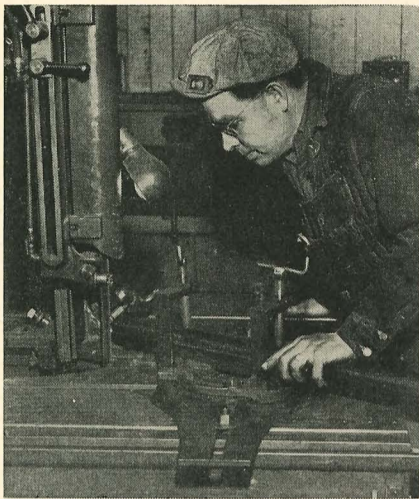
With D-Day nearing, we all are more conscious of the vast amounts of supplies needed that can be purchased only with the money we invest in bonds. Let's all buy "more war bonds."



# LABOR MANAGEMENT NEWS



## Todd Pipefitters Win WPB Awards



Hugh Graham in Todd Pipe Shop

Two Todd men received Honorable Mention certificates from the National War Production Board for ideas for increasing efficiency in production. Both men worked in the Todd pipe shops, Hugh Graham in No. 2 and Thomas Skidmore in No. 1.

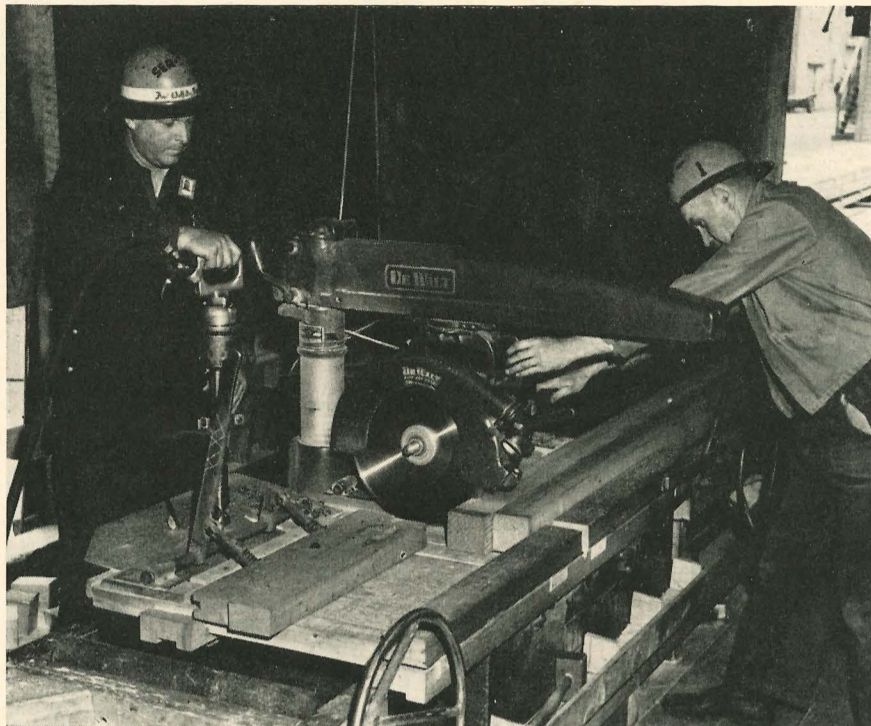
Graham, a former midwest newspaper man, has been at Todd's for the past two years, is now a machine operator and maintenance man. His contribution to increased production consisted of a vise and clamp that simplifies and makes more accurate pipe slotting and beveling. He can now do a job in three hours that formerly took at least one and a half days' time.

Skidmore's suggestion was a chuck for large pipe machines which has cut the time for drilling and reaming by at least 50%. This saving of time sacrifices no accuracy; in fact, has in most instances proved more accurate.

★ ★ ★

We wish to express appreciation for the many generous kindnesses extended by friends during the recent illness of Charles Bushway.

Mr. and Mrs. Charles W. Bushway



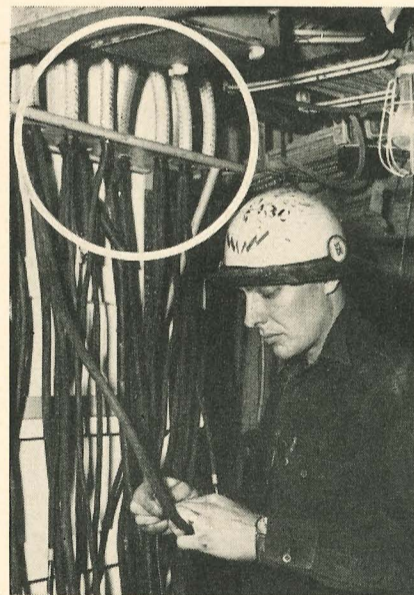
**AT TACOMA YARD!** Said to be the only saw of its kind—a caulking seam saw operating at the Tacoma yard as a result of labor-management suggestion. Although foremen are ineligible for labor-management war bond prizes, many leadmen, foremen and superintendents contribute many suggestions. The saw, an ingenious tool, is the invention of assistant shipwright foreman Harold Wiltse, shown at left of the saw with one of his many inventions—a tool that shaves off wooden plugs used in plugging bolt holes on flight decks. John Evers, also an inventor through labor-management, is shown at the saw. Approximately 50,000 holes are plugged on a flight deck and the shaving machine saves many man hours per ship.

## All Todd Yards to Use Strap-Bender

Bringing awards of \$100 each to four Todd Drydocks workmen, their invention of an ingenious strap-bender will soon be in use in all Todd yards. The men are E. B. Laughlin, Gene Bessner, H. W. Fay and Gilbert Green.

Production of cable straps has been increased tremendously by use of this machine which can produce 4000 straps per shift.

The machine is air-operated and can be quickly changed from one type strap to another.



The gadget circled in the above picture was conceived by Bob Thoren, electrician (Seattle Destroyer yard), shown preparing armored cable for installation in power panel. Bob's idea won him a Class A Labor-Management award recently. Its use makes easier and faster installation and wiring of the power panel; time saved will run as high as 50%.

The guide has been built to represent the top of the panel box with holes that correspond exactly with those in the box. Cable can be drawn through these holes, fitted and cut with a minimum of effort. Previously it was necessary to lift the heavy (around 200 lbs.) box into place for several temporary "fittings," then remove it so the actual work could be done.

## Labor Management War Bond Awards

War bond awards for March labor-management suggestions at Tacoma division have been announced as follows by Eugene Rickabaugh, director:

**\$50**

B. D. Dickson, 2nd shift, for pipe cutting blade.

**\$25**

D. L. Stewart, 1st shift, for bunk hook bender.

Joseph A. Gagnier, 2nd shift, for switch box door jam.

Robert Jones, 1st shift, for main ladder holder for scaffolding.

**\$15**

Silas M. Edberg, 2nd shift, for method for setting countersinks.

C. O. Stewart, 2nd shift, for telescope saw horses for use in tanks.

A. M. Hollinger, 1st shift, for air drill stand.

G. J. Schafer, 2nd shift, for cable bender

R. C. Owen, 1st shift, for suggestion making change in type of hangers used on tankometer gauge lines.

★ ★ ★

## Seattle Awards

Winners of Labor-Management awards for May have been announced by committees of both Seattle Plants A and B. Awards have been made and suggestions put to use in most instances with a distinct saving of time and material.

Plant A award winners are: John Hurley, payroll dept.; Tom C. Humphries, welder; L. E. Teslow, painter; Isaac M. Hasson, shipfitter; Joe Barnett, machinist; Bruce Fulton, pipe shop; Ted Neuport, pipe shop; Ben Tooke, pipe shop; Robert S. Cheney, machinist; Frank A. Wilde, Machinist; Harvey Gangon, shipfitter; W. F. Kinsley, shipfitter; Bertha S. Peterson, electric shop, and Charles F. Duke, electrician.

★ ★ ★

For the new term at Plant B the following men were elected to represent Labor: H. G. Gustafson, warehouse; Raymond Morris, elec. shop; Louis Simson, paint shop; Reed C. Smith, sheet metal; William R. Welch, carpenters. Chairman for the next year is M. E. Stevens of Management, and Welch was chosen secretary.

Latest awards announced went to H. Mathews, sheet metal; Robert St. John, sheet metal; Donald Frank, machinist; Chris A. Prummer, machinist (two class A awards); C. B. Elmore, pipe shop.

Form G-107 Rev.—10M 7-43  
S.T.C.—Tacoma Yard

As part of my contribution to the war effort, I hereby authorize Seattle-Tacoma Shipbuilding Corporation to use without charge the following suggestions for the duration of the war and six months thereafter.

No A 2801  
**Sample** SUGGESTION BLANK Dept. *Rigging*  
Date \_\_\_\_\_

I SUGGEST *my new type rigging clamp*  
*be adopted and used as suggested.*  
*In submitted drawings attached*

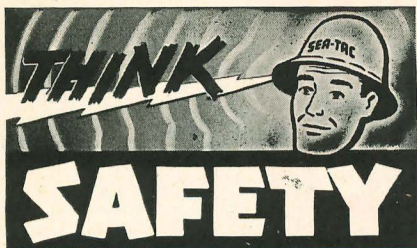
I believe the adoption of this suggestion will accomplish *Saving of many*  
*man hrs & help to speed production.*  
*John Doe #8-6143*

Mailing Address: *4342 So Anderson* 1st shift  
Date Received \_\_\_\_\_ Action \_\_\_\_\_ Sign Your Name, Number and Shift  
Date Acknowledged \_\_\_\_\_ Award \_\_\_\_\_  
RETAIN STUB

**SUGGESTION BLANK!** Shown above is a sample labor-management suggestion blank available at the many suggestion boxes in the yards. Just jot down your ideas, attach a drawing if you have it, tear off the stub and place the suggestion in the box. If your idea has merit and is approved you will win war bond prizes. You will also speed up production and bring the war to an earlier conclusion. Fill out one of these blanks today.

Keep this stub as proof that you presented the suggestion written on the form with the same number.

No A 2801



### Safety Equipment Available At Tool Rooms

Arc burns and foreign bodies in the eyes are two major factors causing lost-time accidents at Todd's, according to latest statistics from our Safety Departments. This results chiefly from the fact that many workmen forget that there is a complete eye-protection service maintained for them at the tool rooms.

Thousands of pairs of goggles, face shields, hoods and safety glasses are available to be worn on all classes of work. These are available at the request of workers, and trained attendants are on hand to see to proper equipment and proper fit.

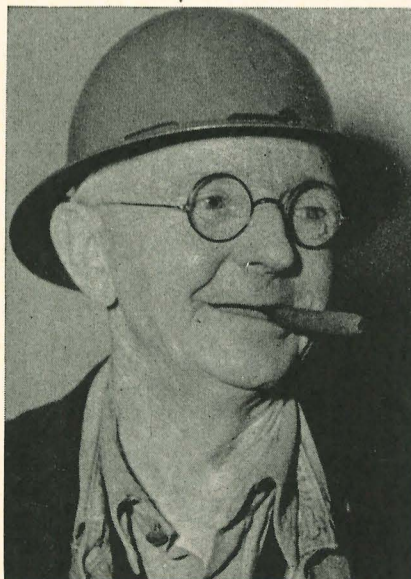
Glasses and goggles should be turned in as soon as they become dirty or if the lenses become speckled or chipped. They can be exchanged as often as necessary, the safety equipment being turned in receiving the proper cleaning, repairing and sterilizing before reissue. There is no chance of infection being passed from worker to worker.

All safety equipment, after sterilization, is placed in cellophane bags and kept sterile until it is issued. This service is yours, and there is no excuse for not having glasses and shields of the type needed in the work you are doing.

It takes but a split second for a foreign body to enter the eye, but it may take a lifetime of darkness to pay for that unguarded split second!

★ ★ ★

Do not use a machinist's hammer for driving nails. Never use a screwdriver as a chisel. A wrench too large for the nut is dangerous. Do not use a saw as a hammer to split off a partly sawed board. Never use a file for anything except filing—and always have a handle on it. A carpenter's hammer should never be used on metal. Guard against putting oily rags in lockers and if you leave a pipe in your locker, be sure it is out!



See the pretty little bow tie. Pipe the starched collar and nice hair trim! The photographer has just hoisted the little birdie and that accounts for the slightly popped eyes. We're referring to the handsome little lad at right. Who is this shy little chap?



Why, none other than our own R. C. "Bob" Kahler, in steel maintenance, second shift, Tacoma Division. At far left—as he is today, helping on the production front so his son, Robert, sergeant with the American forces in England, can come home the sooner. Photo of Master Bob was taken back yonder in 1887. Now that we've broken the ice and damaged the camera nearly, why not drop that kid picture of yourself in a Keel question box or mail your baby picture to a Keel office in any of the yards?

### HAVE A HEART!

Tacoma division's cafeteria will be unable in the future to cash pay checks for employees who each week have been asking for this favor. It's like this, explains Ken Bourke, director of the popular big eatery:

1. There just isn't enough money kept on hand to maintain this service.
2. Busy cashiers are unable to take time out to cash checks.
3. It not only delays cafeteria service for you but also for your fellow workers.

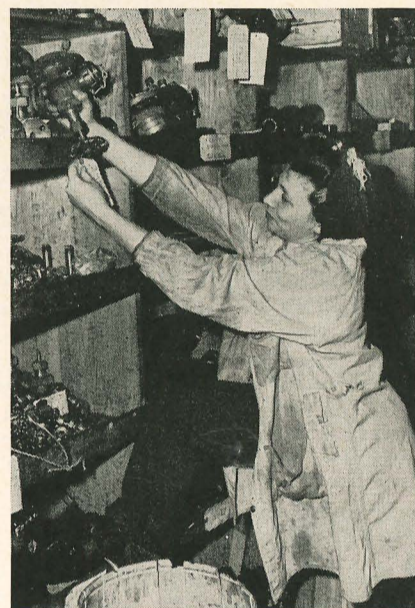
#### TODD-PACIFIC SHIPYARDS INC. (Seattle Division) MUTUAL BENEFIT ASSOCIATION FINANCIAL STATEMENT May 1, 1944

Cash in Bank end of No. 13		
Assessment .....	\$4,978.63	
NO. 14 ASSESSMENT		
May 1 Paid up Members...1216		
Paid up Members .....	\$1,216.00	
New Members (51) .....	56.10	
Reinstatements .....	2.00	
	\$1,274.10	\$1,274.10
Balance .....		\$6,252.73
EXPENSES		
Secretary .....	\$ 75.00	
Mrs. S. Ferdinandsen* ..	1,000.00	
Mrs. S. Cappiello* .....	1,000.00	
Mrs. H. H. Culver* .....	1,000.00	
Mr. Osbun (Collector)..	1.00	
Mr. Huffman (Collector)	1.00	
(*Beneficiary)	\$3,077.00	\$3,077.00
Bank balance end of No. 14		
Assessment .....		\$3,175.73
C. E. NOBLE, Secretary.		



**VETERAN SHIPFITTER FETED!** A couple of weeks ago "Dougie" Robertson, Seattle Plant A leadman, was invited to lunch in the plant restaurant by a friend. When he arrived for the appointment, he found assembled in his honor 50 of his fellow workers. It was Dougie's 77th birthday, and the boys helped him celebrate in style. The above picture shows leadman Robertson being toasted by his friends.

### Todd-Pacific Sketch



Maxine Gleason is the first woman to be rated as a leadwoman in the Seattle yards of Todd-Pacific. Mrs. Gleason has been working in the Plant A stores department for the past 18 months and is now in charge of a crew of 10 workers, about half of them men, in the Outfitting Dock storage which houses valves and fittings for the pipefitters.

Maxine has two charming daughters, Glo, 15, and Sharon, 10, and says, "If it weren't for the wonderful cooperation of the girls at home, and the fact that they are not a worry to me, I would not be able to devote myself entirely to my job."

This is her first job and she enjoys it immensely. She remarked that she feels much closer to the war effort by working in a plant where real fighting material is built. Three young nephews are today representing her family in the global conflict and she hopes her efforts here will help bring them safely home soon.

★ ★ ★

We wish to express our gratitude and thanks for the lovely gifts and also the financial help of our fellow workers during the illness of my husband.

W. H. Brandfas, and family

This is to acknowledge with grateful appreciation the kind expression of sympathy from the acetylene department.

Mr. and Mrs. Frank Marler

### Put Every Scrap In the Scrap!

Every scrap of paper is needed by your local salvage committee to help them fill the urgent need for all kinds of paper products.

Paper is needed as much as planes and guns. Millions and millions of paperboard containers are being sent overseas to our fighting forces every week.

**EIGHTY-ONE TONS OF SUPPLIES A MONTH MUST BE PROVIDED FOR EACH FIGHTING MAN OVERSEAS. MOST OF THIS 81 TONS MUST BE PACKED IN PAPER.**

The shortage of labor in the pulp wood industry has cut the available supply; thus we must use every bit of scrap to advantage.

**SAVE—Boxes, cartons, store bags, newspapers, magazines, waste paper.**

Tie the paper into bundles about 12 or 14 inches high and take it to a salvage collection station. There is one near you.

### SAYING GOODBYE!



Two young second shift Seattle Plant A machinists bidding adieu to fellow worker as they leave for service with the Navy. Left to right: Art Hilgendorf, Julius Beck and Warren Connelly. Both fellows have been at Todd-Pacific for nearly two years and they'll be missed by their pals.



# SPORTS

## TODD-PACIFIC



### SOFTBALL SLANTS

#### Seattle In-Plant League

	Won	Lost	Pct.
Navy Barracks	3	0	1.000
Yard Birds	2	0	1.000
Sheet Metal Layout	1	1	.500
Warehouse	1	1	.500
Machine Shop	0	1	.000
Steel Construction	0	1	.000
Pipe and Copper	0	3	.000
Army Barracks	0	0	.000

By C. LYLE JENSEN

After three weeks of play in the fast and popular Plant B Softball League, Chief Al Lingua and his Navy Barracks club have got away to a flying start by copping their first three starts. Wilkie McLean's Yard Birds are resting in the second slot with two wins and no reverses.

Hurlers dominated the first week of play with close scores in all contests, but the sluggers found their batting togs in the second week, resulting in some track meet scores.

HIGHLIGHTS: Chief Al Lingua's potent stick work for the Navy Barracks—Bernie Miller's round trip for the Warehouse—Ted Davis' three homers for the Pipe & Copper ten but still losing to the Warehouse clan—Army Barracks entry and willingness to play all clubs to catch up to League schedule.

#### Scores

Yard Birds	3	Steel Construction	2
Navy Barracks	6	Warehouse	4
Sheet Metal	5	Pipe & Copper	14
Machine Shop	Bye	(Army Barracks)	
Warehouse	16	Pipe & Copper	14
Navy Barracks	15	Sheet Metal	2
Yard Birds	11	Machine Shop	7
Steel Constr.	Bye	(Army Barracks)	
Navy Barracks	11	Pipe & Copper	4
Sheet Metal	4	Warehouse	4 (tie)
Machine Shop	3	Steel Constr.	3 (tie)
Yard Birds	Bye	(Army Barracks)	

#### Team Managers

Navy Barracks	Chief Al Lingua
Yard Birds	Wilkie McLean
Sheet Metal	Ernie York
Warehouse	Johnny Margeson
Machine Shop	Al Henley
Steel Construction	Boots Spaetig
Pipe & Copper	Buzz Strelau
Army Barracks	Bud Buttacavoli

★ ★ ★

### OFF THE RECORD

Softball and tennis fans at Seattle Plant B are agog over challenges and wagers that were made as the result of a five-inning game won by Sheet Metal over Pipe & Copper, 5 to 3. The contest terminated at five frames due to time limit and was protested by the losers.

Helen Wright, sheet metal mechanic and women's tennis champion, winner of the Seattle City Championship in '39, '40 and '41 and 39 other tournaments the last six years on the Pacific Coast, has



**FIRST SCORE!** Andy Franich, second baseman for Tacoma's Shipbuilders crosses home plate in the first inning of the first game in this season's Puget Sound Shipyard League at Tacoma's Athletic park against the powerful Gibson's team of Seattle. The Shipbuilders won the game by a score of 3 to 2. If you like fast baseball be sure to attend these popular games.

challenged Bill Millikan of the Pipe Shop, Central Washington Champion in '38 and '39, to a match to be played Sunday, June 4th, at 2:30 P. M. at Volunteer Park.

If Millikan wins, Sheet Metal will replay the contest—if Helen wins, Millikan will buy beer for the Sheet Metal softball team. As we go to press both camps are predicting victory.

### GOLF TOURNEY IN FULL SWAY

#### CALLING ALL GOLFERS!

Match play in the Second Annual Todd Pacific Administrative Employees Handicap Golf Tournament has begun. Everyone has a chance to win as all scoring is on a handicap basis. Defending champion is Harry Bertch who'll be out there giving his all again this year.

Play will be at the links chosen by the contestants and cards will be filed with John Ederer, Hull Engineering Dept.

If you are interested and want to be eligible to win some of the War Bonds and Stamps to be given as prizes, get in touch with Ederer soon.

★ ★ ★

### Bowling Results

With the first five sessions under their belts, Seattle Todd-Pacific Summer league bowlers have settled down to real competitive trundling. Two lower division teams have moved up into first and second spots and it looks as if they're the ones to beat. The Berg and Fredricks duo was in 13th spot at last report; today they top the list with 11 wins against 4 losses. In the last four sessions they have lost one contest and won 11.

#### Standings

	Won	Lost
Berg and Fredricks	11	4
Casad and Umbinetti	10	5
McLean and Williams	9	6
Nunn and Kerr	9	6
McGourty and Hodgkinson	9	6
Elduen and McDermott	8	7
Courter and Magnuson	8	7
Sexton and Thompson	8	7
Jenson and Lalone	7	8
Fata and Pumphrey	7	8
Moss and Nelson	7	8
Gerhardt and Slattery	7	8
Datin and Moulton	6	9
Brown and Chapman	5	10
Cartwright and Graves	5	10
Werth and Moore	4	11

### "CURVES"

By SLIM

Pardon me, if I seem all atwitter, but a woman's softball ten to represent the Todd-Pacific destroyer builders in a proposed Women's City Softball League in Seattle is rapidly taking shape under the coaching of Bill Millikan.

With entries from Boeings, Associated Ships, Napier and Scott, Isaacsons Iron Works, Webster-Brinkley and Fremont Methodist Church already signed, the "Curves" of T-P, a bevy of better-than-average feminine ball-tossers, are also anxious to enter this league.

Practice tilts have been scheduled with Army Barracks, Associated Ships and a game with the U. S. Coast Guard "Spars" is on the fire for May 29 at Lower Woodland Park.

With two workouts already by the boards, these girls are all trying for the squad as no positions have yet been clinched, so says the boss. Outfielders who can hit and throw are still in demand, so see your Counsellor if you want to try for this Club.

#### Squad Members

Helen Wright	Mildred Cummings
Helen Burns	Melba Pilloud
Peggy Morris	Ola Thomas
Yvonne Rouse	Betty Elmer
Mickey Perkins	Norma Reynolds
Helen Deweese	Kay Caldwell
Esther Lawrie	Dorothy Johnson
Princella Booker	

★ ★ ★

### Seattle Pistol Shots Show Improvement

#### Team Competition Results

PLANT "A"		PLANT "B"	
G. W. Chilson	175	W. H. Tibbets	181
A. M. Shamb'gh	175	Phil Sands	170
C. D. Glass	174	A. R. Barnes	170
R. L. Barber	172	H. T. Hawkins	170
S. E. Bunker	161	Bob Briem	157

857

848

Improvement ranging from 50% in revolver shooting to 1% in rifle firing have been recorded by members of the Seattle Todd-Pacific Rifle and Revolver League which holds shoots each month at the Seattle Police Athletic Association Range.

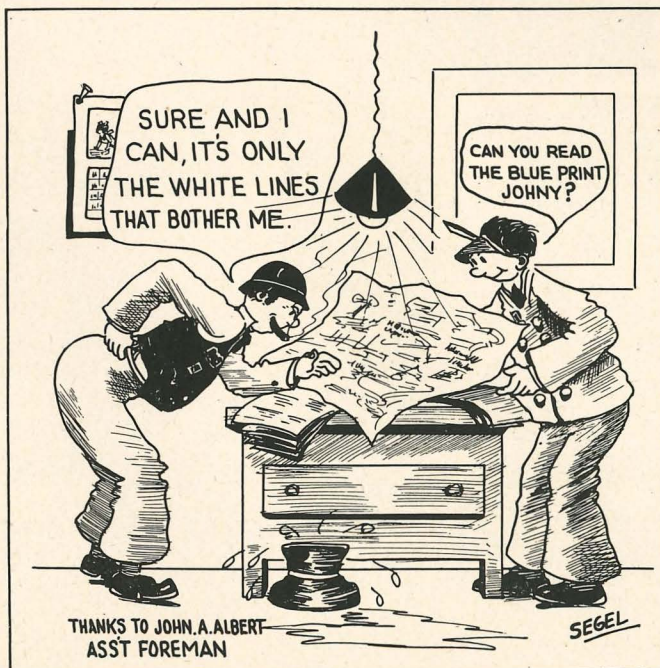
N. R. Paris has improved his work with the revolver by 50% to top the "good work list" and S. E. Bunker 8% rifle improvement is best in that group.

In the May competition R. L. Barber, Plant A, scored 96 hits out of 100 shots to edge out C. D. Glass with a 94 mark. W. H. Tibbets, Plant B, won honors for over-all high marksmanship with a 91x100 in rifle and a 90x100 in revolver for a total of 182 hits out of 200.

### Todd-Pacific Antics

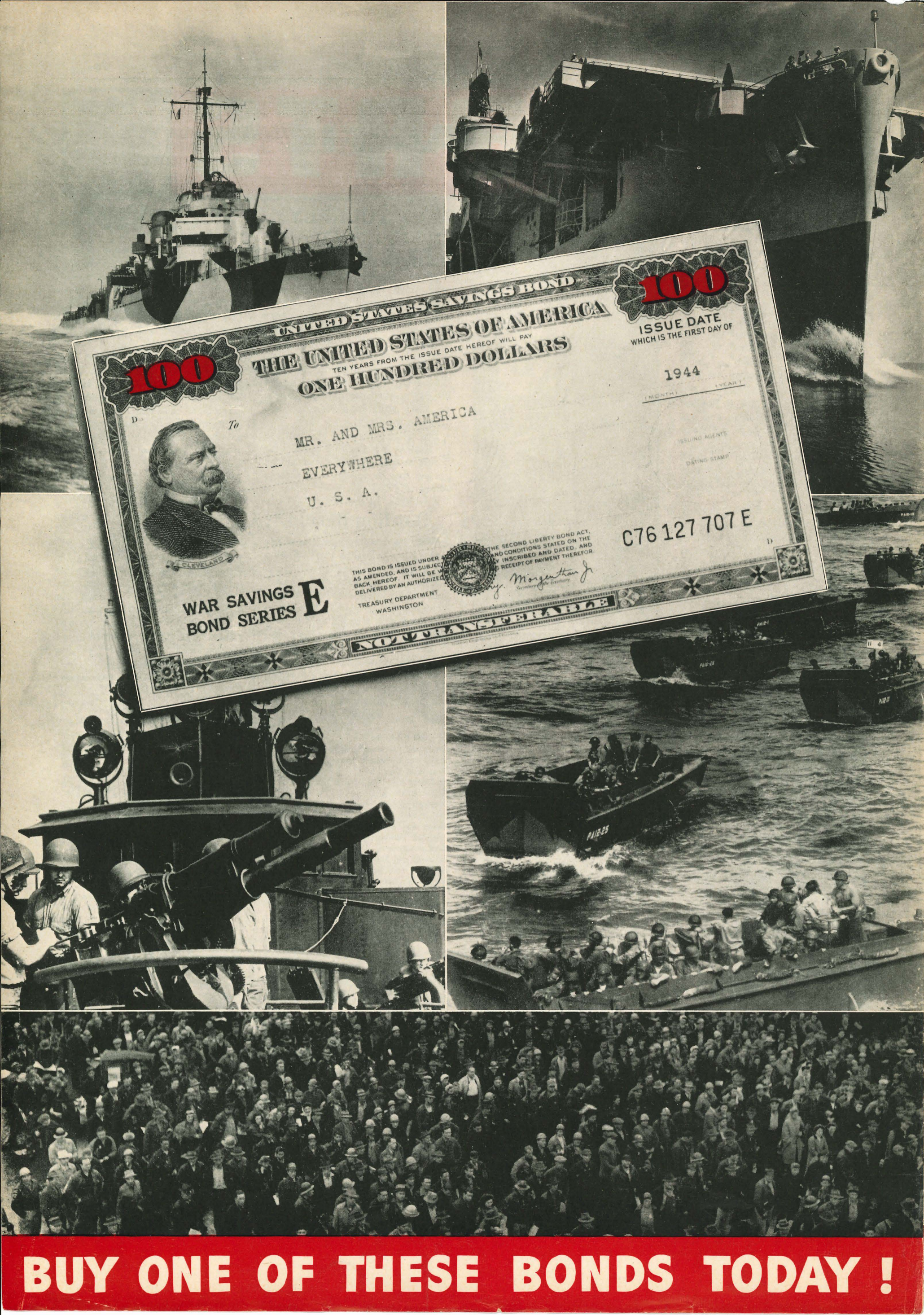
by

Segel



THANKS TO JOHN A. ALBERT ASST FOREMAN

SEGEL



UNITED STATES SAVINGS BOND

**100**

THE UNITED STATES OF AMERICA

TEN YEARS FROM THE ISSUE DATE HEREOF WILL PAY

ONE HUNDRED DOLLARS

ISSUE DATE WHICH IS THE FIRST DAY OF

1944

(MONTH) (YEAR)

ISSUING AGENTS

DATING STAMP

To MR. AND MRS. AMERICA

EVERYWHERE

U. S. A.

CLEVELAND

WAR SAVINGS BOND SERIES E

THIS BOND IS ISSUED UNDER THE SECOND LIBERTY BOND ACT, AS AMENDED, AND IS SUBJECT TO THE CONDITIONS STATED ON THE BACK HEREOF. IT WILL BE DELIVERED BY AN AUTHORIZED AGENT UPON RECEIPT OF PAYMENT THEREFOR.

TREASURY DEPARTMENT WASHINGTON

*Morganthau Jr.*

C76 127 707 E

**BUY ONE OF THESE BONDS TODAY!**