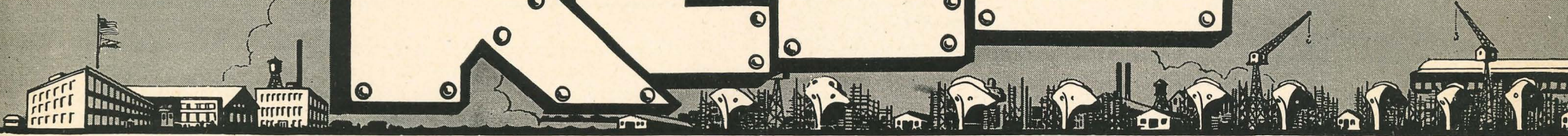


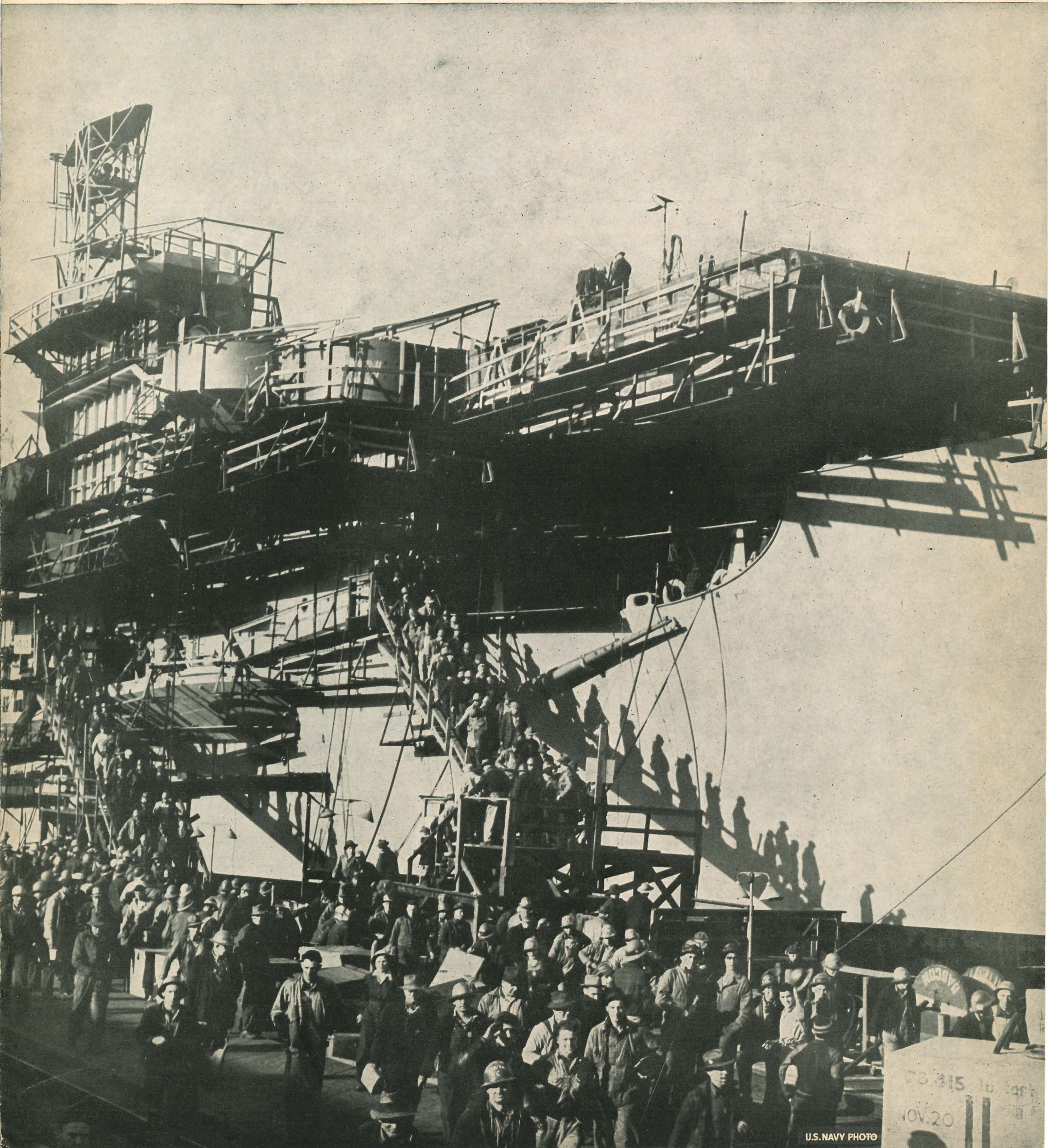
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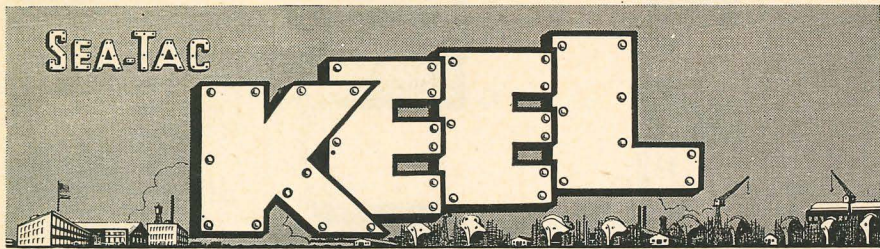


Vol. III, No. 3

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

February 12, 1944





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 Corporation, foot of Alexander avenue, Tacoma 1, Washington.

HOWARD WOOD, EDITOR

PHOTOS BY JIM BRUMMETT

Sea-Tac Ship . . .

An interesting letter has been received at Sea-Tac by Ship Superintendent Mel London from Lieut. Comdr. Lewis Williams, USN, who took delivery of U.S.S. Kern (Hull 13) for the Navy on March 9, 1943. A part of the letter follows:

"Now for a brief account of the activities of Hull 13, which I had the honor to command until a couple of weeks ago. Hull 13 arrived at the scene of action in first-class shape and was instantly put to work. I mean WORK! After one short shakedown voyage we started a regular milk route, and we kept steadily at it for eight months. We had no casualties worthy of serious mention, and that vessel piled up more miles than I can mention here. Her hull became a familiar and welcome sight to the boys flying the planes and she never failed to deliver the goods intact and on time.

"This may sound like boasting but I don't mean to. The ship settled down to business like a veteran and earned a reputation no builder or skipper need be ashamed of. She was never off schedule, and what she carried blasted hell out of plenty of Japs, you may be sure! And they tried several times to stop her career, you may also be sure! But she was too elusive and tricky for them—people who traveled with us said she was the hardest ship they ever saw to pick out at night, and that is the way she was intended to be. A most valuable ship, and counted so by our Big Boss, who was not too bashful to tell me so.

"There were a few machinery bugs to be caught up with, but as for sound construction, there is none better in the Navy—the greatest Navy the world has ever seen. We were good enough seamen and fortunate enough not to put a single mark on her, but if we had have marked her or even damaged her, she could have stood up well. She and all her class built by your yard were exceptionally well constructed, and this was commented upon by more than one competent inspecting officer. As her first commander I thank you all, and say: 'Keep up the good work!'

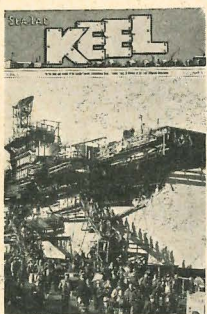
"Again I thank you and your great company for a fine ship, and you and your co-workers for your loyalty and diligence, without which the war could not be won."



Two Ways . . .

There are two ways to consider War Bonds—one as the least we can do to back the attack of our fighting men. Certainly, there's no argument about that—that's nothing more or less than patriotism. The other way is to consider each War Bond as a gilt-edged investment. Keep a War Bond just ten years and it pays back \$4 for every \$3 invested. It's the world's finest security, backed by the world's finest Government—your Government. You agree on that too, and that's being practical.

Put these two reasons together and you have practical patriotism—the kind that wins the war and gives you security after the war.



KEEL'S COVER

A few weeks ago an escort carrier, whose recent trial trip story is told through the camera's eye in this issue's Center Spread, lay at her berth cluttered from stem to stern with scaffolding, boxes, machines and throngs of workers. Here's a sectional view of the ship at an outfitting pier, great crowds of working people pouring down gangplanks at the change of shifts. Today the big ship is a thing of beauty, ready to sail out to the fighting front.

WINS *(Women in Shipyards)*

By MILLIE BEEKMAN

A mother and daughter combination, both welders, both working at Sea-Tac, and both doing their part to shorten the "duration". That, in short, is a description of Mrs. Gladys Hutterman, and her daughter, Betty, who may be seen every day on first shift, with arcs blazing, adding the feminine touch to the new tenders.

Gladys and Betty entered welding training Nov. 8, 1943, and passed their mechanics tests Jan. 3, 1944, so now they are getting down to business on the production front.



Mrs. Gladys Hutterman (left) and daughter Betty

The two women, together with Mr. Hutterman, who is also working at Sea-Tac as an electrician, came to Washington from Colorado last August. Now all three of them commute daily from Carbonado, and think nothing of it. The youngest boy in the family attends high school in Buckley, and has the fire built, and the teakettle boiling in the evening when the war workers arrive. Real cooperation.

Mrs. Hutterman and Betty saw their first launching the day they were being taken on the regular tour of the yard, and they declare they have never had such a thrill.

"We're from a state of mountains, and to see all that water, and the immense flat-top gliding down the ways was a wonderful welcome to a new home," Mrs. Hutterman recalls. "And now to know that we are a part of building the ships, we realize we are helping bring an end to all this mess."

Ask the two of them how they like their work, and you are met with nothing but big smiles, and an enthusiastic "it's wonderful," and "wouldn't be doing anything else," and "we're really glad we came to Sea-Tac!"

★ ★ ★

Let your spring suit this year have a collarless jacket—the cardigan. It's new and different, and a definite change from the old standby with notched lapels.

★ ★ ★

Nothing will give away a "hard day down at the office" more than dull, tired eyes. So work a refresher treatment for them into your pre-date routine. Cotton saturated in witch hazel, and placed on the eye-

lids while you relax in the tub for fifteen minutes or so will do worlds to bring the old sparkle back. And pay special attention to make-up tricks for your eyes. Remember, it's quite a shock to have powder and powder base end quite suddenly, leaving a white circle right around them. Gives a bulls-eye impression. So blend your make-up under the eyes, and on the lids as well. You can use eye shadow and mascara to create an illusion as to the size of your eyes, and the width between, so go easy. Experiment . . . use a light touch and don't turn out any "burned holes in a blanket" jobs.

★ ★ ★

Here's a new idea for hair that has to be put "up" every night or so . . . keep an atomizer full of water sitting on your dressing table, and when you're ready for your wearisome task, you'll find that being able to spray the water on will lighten the job considerably.

★ ★ ★

We like the new solid cologne. Comes in a large stick, which you rub right on your skin at the wrists, elbows, and other strategic points. Cooling, refreshing, and the scent clings longer than liquid.

★ ★ ★

Horrible sensation . . . to be caught in a rainstorm wearing leg makeup, and to know your stockings are dripping off!

★ ★ ★

Wonderful way to day dream . . . how you're going to spend your war bond profits when they start coming in. Mine will be nylon hose. Great loads of them.

INCOME TAX OFFICE AT YARD WILL ASSIST WORKERS

Office to Be Open in Employee Relations Building Feb. 21st to March 11th; Revenue Agents and Sea-Tac People Will Assist!

Good news for Sea-Tac workers! Sea-Tac, in cooperation with the Internal Revenue department, has arranged to assist Sea-Tac employees in making out income tax returns. Already machinery is being set up for this service.

Nearly every Sea-Tac employee is required by law to file a 1943 income tax return by March 15th. This company has already furnished employees with Internal Revenue form W-2, showing the amount of money paid by the company to the worker and the amount of money withheld from him for tax during 1943.

From Feb. 21st to March 11th inclusive, employees of the company and of the Internal Revenue department will be stationed in the Employee Relations building, No. 29, and will furnish assistance in filling out blanks for workers on the appointment basis.

On Feb. 16th, an appointment window will be designated at the Employee Relations building, and any employee desiring this help with his return may apply at the window for an appointment during the three-week period.

From twenty to thirty minutes will be required to take care of an employee. It will be impossible to take care of all employees and they should remember it is their obligation to prepare and file their individual returns.

"It is hoped," Joe Gordon, personnel director, said, "that the employee will realize the complexity of the problem for Sea-Tac and the Internal Revenue department and

will prepare their returns early, securing such assistance as they may need, either at the Employee Relations unit or by going directly to the Internal Revenue office in the Washington building, Tacoma.

★★★★★

Important Notice

For the information of all employees of Sea-Tac who are paid weekly, the statements of earnings and tax withheld (W-2) being distributed, cover the period from December 28, 1942 to January 2, 1944, inclusive. This is important in making your tax returns.

★★★★★

Short Story

This is the story about a soldier who planned to cash in his War Bond, to take a trip. He changed his mind because of a dream he had that night.

It seemed he was in a fox hole, picking off Japs in large and satisfactory quantities. Suddenly a sergeant tapped him on the shoulder and took his gun away from him.

"What's the idea, Sarge?" he asked.

The sergeant replied: "The guy that lent us the money for this wants it back!"

Trial Run . . .

(Please turn page for Trial Run photos)

She lay beside the wharf, an unlovely object, painted a bright yellow. On her great flat top a large wooden shed had been constructed; throngs of workers had already christened her "Noah's Ark." Deep within her metal sides men and women worked with restless activity. The air was hazy with the fumes of burning metal and paint. The chattering of many machines numbed one's ears. A great collection of wood, metal, wire, steel plates and boxes formed untidy little hills about the decks.

☆☆☆

This morning everything was different. She had donned her war paint and become a lady. For the first time she will move by her own power; she will be mistress of her element — the sea!

The mooring ropes are cast off, tugs chug and churn, the decks vibrate lightly as the main engines give the ship life and movement. Soon we are heading away from Commencement bay, an early morning mist clinging closely to the low hills on either side, the tall trees on the hilltops seeming to grow out of grey clouds.

On the navigating bridge high above the water, a group of officers, Pilot Captains Howard Payne and Thomas "Fairweather" Quinn and Sea-Tac Captain Bob Winthers, intently watch for the beacon marking the start of the Measured Mile. The beacon is sighted and "full speed" is ordered. The roaring, tumbling bow waves fan out; astern a straight white line of foam whispers and gurgles.

Within the great hull eyes watch dials, hands touch bearings, ears strain and analyze the crescendo of mechanical noise. The eyes of Navy Inspectors are everywhere. By every means possible man is endeavoring to detect the slightest misbehavior of his mighty slave!

The measured mile is completed and the steering gear is tested. "Hard left . . . Hard right." The wake traces a graceful curve; the ship shudders in protest — during the grim days ahead bomb splashes may put inverted commas (and periods too!) to these "S" turns.

The ship maneuvers like a yacht. Many workers are on board painting, lugging pipes and completing the finishing touches. They are happy to know the ship they have worked on so long is proving herself a good craft — the best ever. The wind, as if to test the ship beyond the limitations of man, increases its force. Sudden 57-mile gusts sweep across the flight deck.

Endurance, power, anchor, and other tests go on as the ship holds steady in the wind. Finally the trials come to an end and a fine display of seamanship brings the ship to the berth she had left earlier in the day.

☆☆☆

In the near future the Commissioning Pennant and the White Ensign of the British Navy will fly at the big ship's masthead. To many men this ship will be home until Peace returns. Together man and ship will encounter the fury of war and the elements. Together they may freeze near the poles and sweat in the tropics, and out of these mutual experiences will be born a new respect for the ship we of Sea-Tac have built.



NAVY IN BOND DRIVE Captain J. L. McGuigan, USN, Supervisor of Shipbuilding, Tacoma, visits Sea-Tac's busy bond department and exchanges his check for a gilt-edge war bond. He is shown above making the swap with Lionel Brubaker, bond department manager. Other navy personnel are participating in Sea-Tac's bond campaign.

Electrician Crew On Second Shift Sets Up Fine Mark

A record that will be hard to top in any war industry is being marked up by the ten-man crew of Electrician Leadman Curtis Wright, second shift. The crew has been working steadily since Oct. 28, 1943, without an absentee mark.

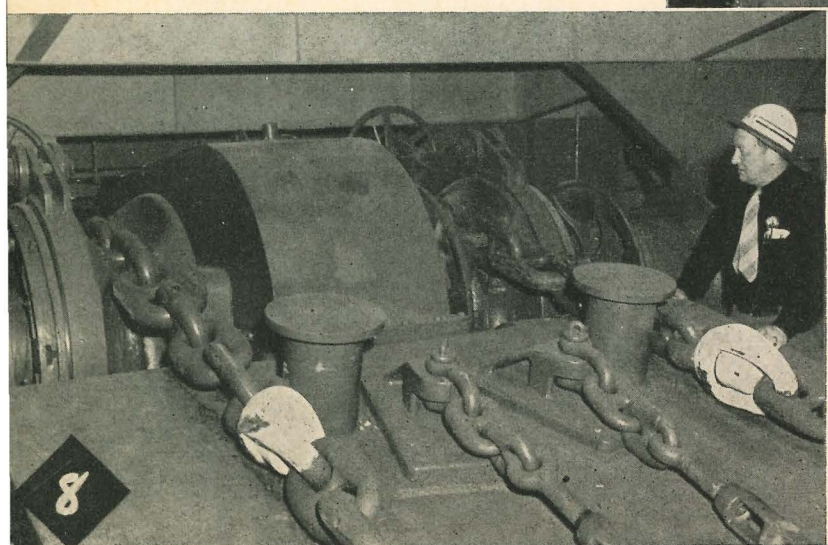
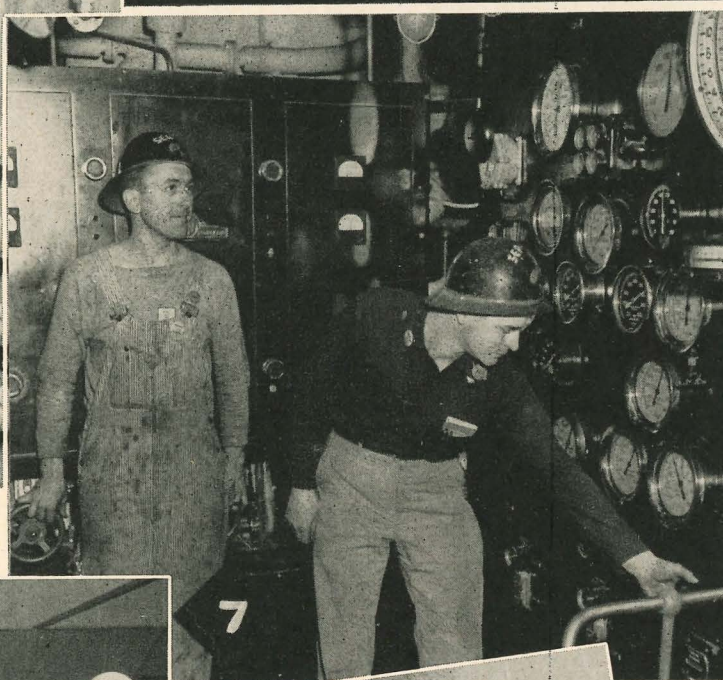
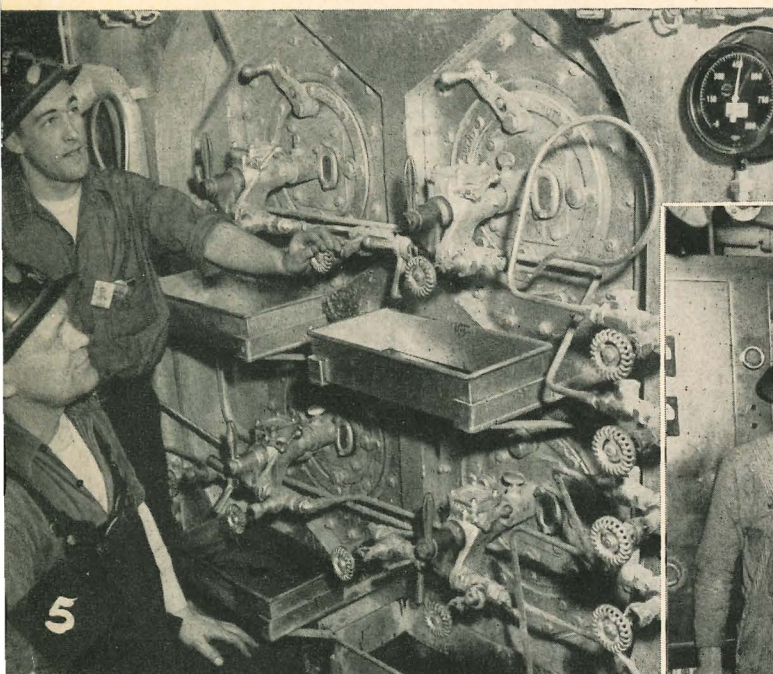
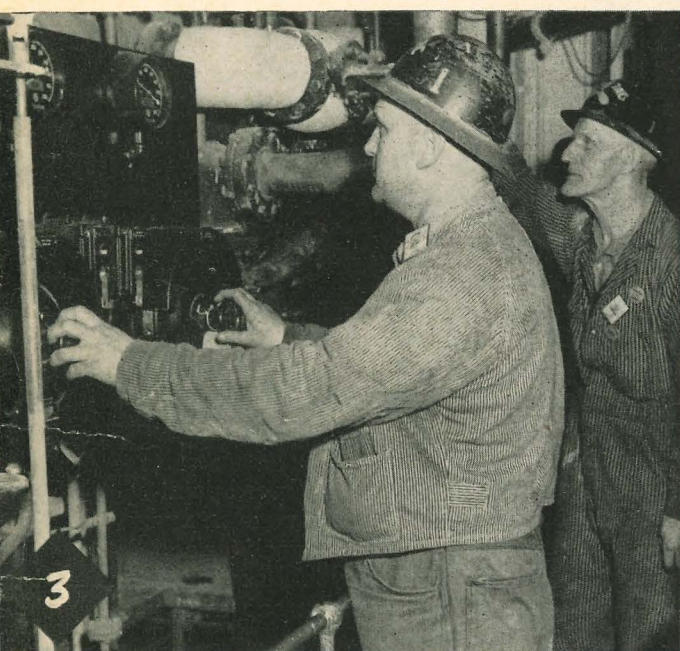
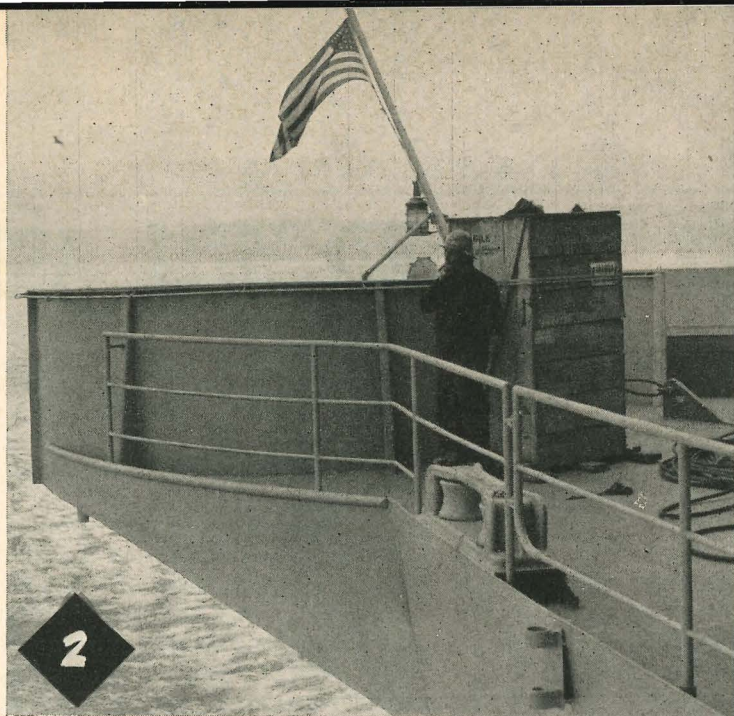
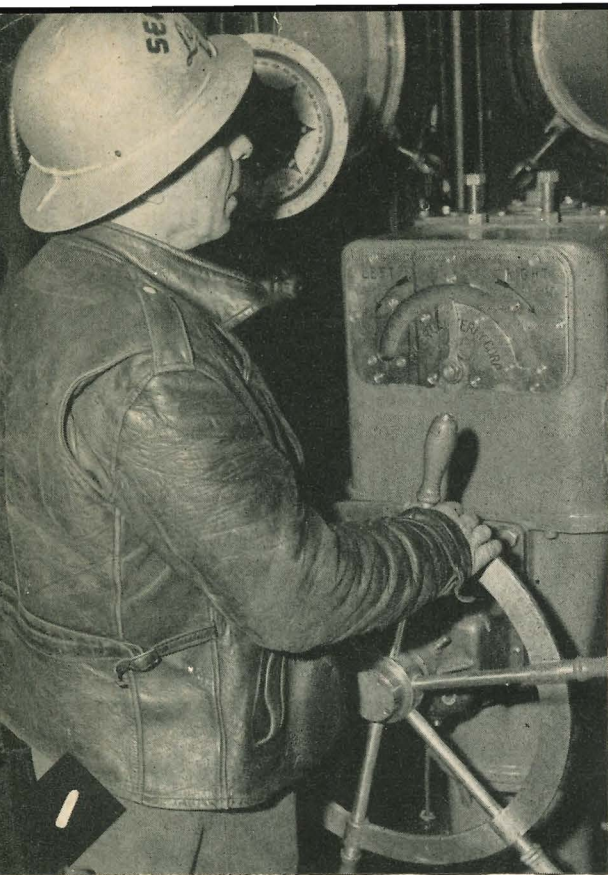
The electrical crew, working on the aft gallery deck of hull 49 includes Don Austin, Dewey Hommel, Lee Adams, Harold Steeg, Charlie Cross, Wes Clements, Bill Harris, Harold Varner and George Hamilton.

Al Simonson, checker on second shift, reported the fine record made by the boys in Curtis Wright's crew. If this record can be equaled or bettered the Keel would like to know.

WHISKERS!

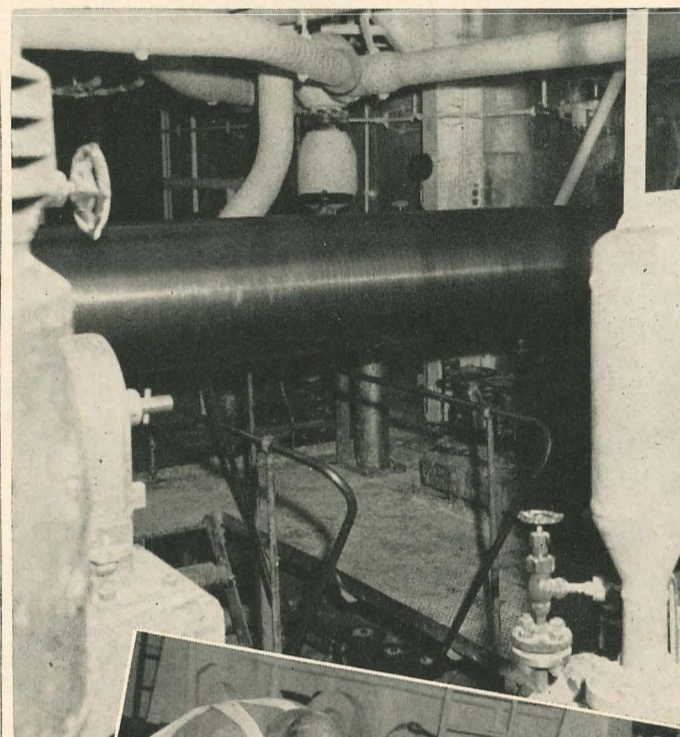
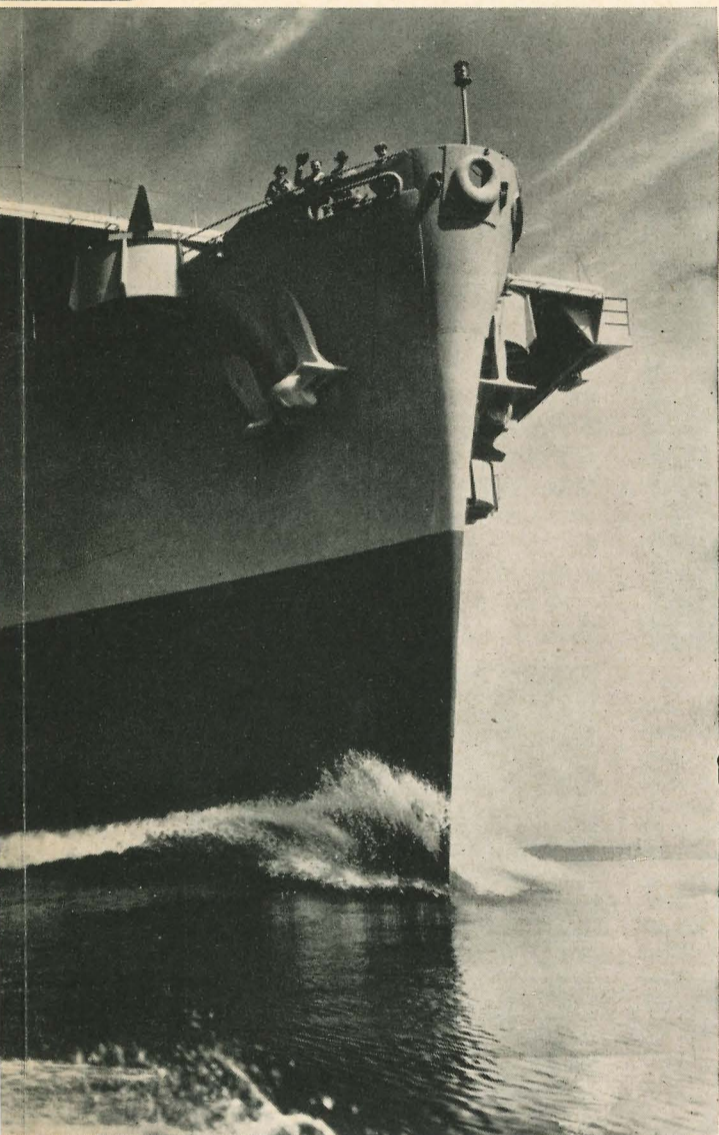
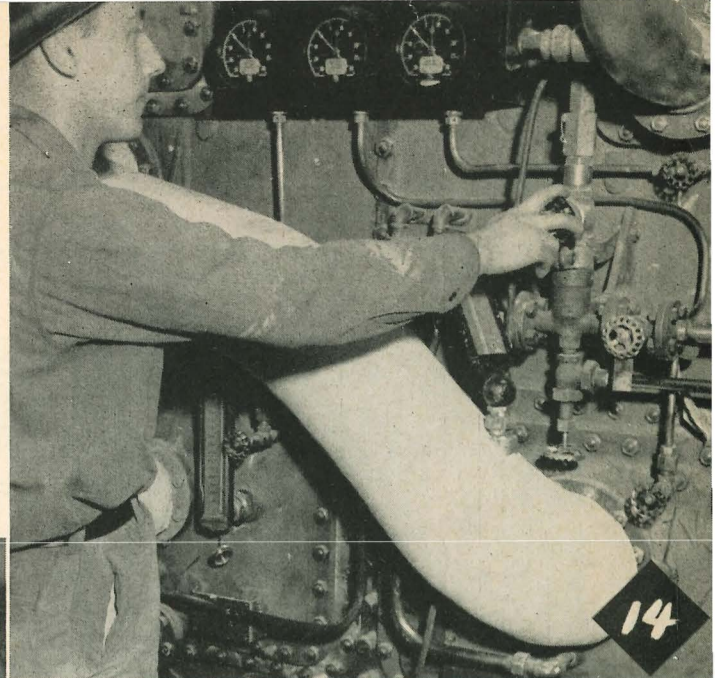


Who Is this worthy behind the long black beaver? None other than Red Skelton, who was the film star at Sea-Tac's recent bond show at the Roxy theater. Red was the star in the film, "Whistling in Brooklyn," a MGM top-flight comedy.

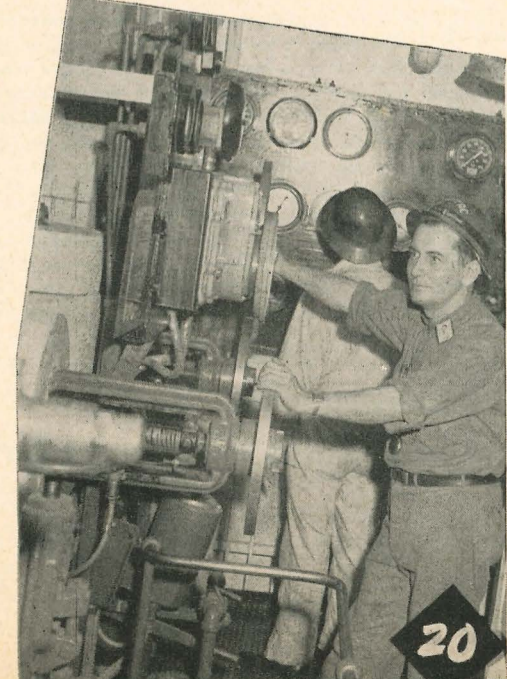


Trial Run

1. Louis Formuzis and Tom Glading take turns at the wheel of the carrier as she steams up Puget Sound. Both are in rigging department and veterans of world ship lanes. Photo shows Formuzis at wheel.
2. The stern of the vessel, with Old Glory waving proudly from the flagstaff. Following the trial trip the vessel will go through commissioning and the British flag will replace the Stars and Stripes.
3. A battery of condensers is located in the lower levels of the main engine room. This is where live steam is turned back to water. Leadman Edgar Fletcher (front) and C. P. Trip are watching controls.
4. Far aft of the ship and below the flight deck is the huge steering engine. Leadman Martin Wolf is shown.
5. Energy for the turbines furnishing propulsion for the vessel comes from a battery of boilers. Two of the boys assigned to this work are (foreground) Nestor Johnson and William Palmer, standing directly behind him.
6. Three British sailors stand on flight deck watching the carrier go through steering gear tests. (Left to right) George Edgecombe, Dennis Love and John Martin.
7. At left operating engineer Kenneth M. White keeps both hands on the control valves of the engine room combustion panel, while C. F. Thackwell keeps busy with a galaxy of fire and steam control guages.
8. The anchor test is an important one on the trial run. The chain links are huge, as shown in the photo. J. W. McLean, navy inspector, looks over anchor chain winch following tests.
9. Lt. Comdr. F. G. Randall, senior navy inspector, is keenly interested in every movement of the ship. He has a force of officers and inspectors aboard.
10. Three captains are on the bridge. (Left) Capt. Thomas P. "Fairweather" Quinn, port pilot, and Sea-Tac skipper, Capt. Robt. Winthers. Pilot Capt. J. H. Payne was busy elsewhere when photo was taken.
11. Commander C. S. Pelly, RN, goes on the trial trip. He will be in command of the big ship when she sails away from Sea-Tac to go on the fighting front.



- 12. Sea-Tac's medical director, Dr. Ross Wright, is aboard. He is smiling in the photo, for not so much as a minor injury occurred on the trip. At left is A. B. Terry, assistant general manager for Sea-Tac.
- 13. Ben Winchell, supervisor of test engineers, is shown on bridge telephoning orders to men in wheelhouse directly below. Photo was taken on bridge of ship.
- 14. Big evaporators make fresh water out of water from the sea. These are huge machines and men are constantly watching intricate apparatus. Here we see Orrin Anderson at the controls.
- 15. A view of the main shaft just aft the turbines. This huge shaft extends almost half the length of the ship and its aft end is fastened to the propeller, furnishing propulsion for the vessel.
- 16. Sea-Tac Safety men are at various stations aboard ship during the trials. They are all over the ship inspecting safety equipment and procedure. Photo is of Harold Webb with life saving equipment.
- 17. Finishing touches are added to the ship while on the run. Painters Benard Owings (left) and Walter Kujath keep busy on the main deck.
- 18. Riggers at vessel's forepeak stand by as the ship nears her dock after the run. Test engineer Frank Westwood (left) is telephoning to the bridge. Others are (left to right) Riggers Gus Aiken, Bill Rochell, Alex Keay, John Beck and John Gloman.
- 19. The main electrical switchboard. It needs constant attention. (Front to rear) Leadman John A. Moffett, Grover G. Blauth, assistant operating engineer, and Don C. Smith, electrical operating engineer.
- 20. Far down in the main engine room George F. Meno, chief engineer, keeps eyes and hands busy at the many valves and gauges. He gets his orders from pilots on the bridge several decks overhead.
- 21. The ship has returned to her berth and officials, navy officers and inspectors, and craft workers leave the ship after the successful tests. In a few days now the big ship will be ready for commissioning.



Film Stars, War Heroes Boost Bonds at Sea-Tac!



Bond Drive Quota Will Be Topped

Since January 18th Sea-Tac's Bond department has been buried in a deluge of extra bond sales and approximately 9,000 employees have purchased extra bonds amounting to nearly a half million dollars during the present 4th War Loan campaign.

This is the encouraging news released to Keel at press time. Heavy buying continues at a rising tempo and is not expected to subside until the campaign closes, February 15th.

Extra bonds purchased, together with increases in new accounts gained by pay-roll deduction during this campaign, assures a final purchase mark well above Sea-Tac's quota of \$1,500,000.

Total sales to date (both cash and payroll deduction) have gone over the \$1,200,000 mark.

Too much praise cannot be given for the splendid spirit Sea-Tac employees have shown in their response to the slogan, "Let's All Back the Attack!"

The 4th War Loan drive closes Tuesday. Money invested in these iron-clad securities goes to the fighting men on fighting fronts of the world. If you have failed to participate and can do so—Sea-Tac's bond department is at your service around the clock!

★★★★★

Rolls Big Score!

Jack Hadland's 715 bowling score, rolled for the Outfitters in the No. 1 Shipyard league recently, stands as one of the highest scores ever rolled on the Broadway alleys in Tacoma.

In three games, Hadland had a total of 25 strikes and four spares. His series raised his average five pins better than he held prior to last week's play, giving him sole possession of top place among the bowlers of No. 1 league.

For his 280 game, Jack receives the Broadway's 275-pin award, a prize that goes to every man who rolls 275 on the alleys. This is a possession highly prized.

★★★★★

APPRECIATION

I would like to express my deep gratitude to my many friends who have expressed their sympathy at the loss of my dear wife.

George Frank Rhodes.



RAMSEY AMES, film star (center photo above), heads the line when bond officials select their choice of delicious victuals at the steam tables of Sea-Tac's new cafeteria. The bond battalion furnished entertainment at two bond rallies. (Left to right) Hero sailor Joe Nickson, who lost an arm aboard the U.S.S. San Francisco in South Pacific; film comedian Ed Kennedy, making foolshments in ye editor's hard hat; Capt. John S. Young, who piloted plane in bombing of Ploesti, Rumania, oil fields; Leon Titus, head of Pierce County War Finance Division; Lieut. John Moore, hero flyer out of England and wearing wings of U. S. and British air forces; Miss Ames. Sgt. Mike Sweeney, Lt. William Lacey and Corp. Ed Burman, war heroes on the program, are not shown in photo. Eddie Coy, former Sea-Tac worker, was chairman of the rallies. Comedian Ed Kennedy (upper right) was all over the cafeteria, making friends with pretty waitresses and busy chefs. Here he is shown writing his autograph for jolly Mildred Sloma of the cafeteria force. Miss Ames (upper left) chats on the way slabs with (left to right) welders Mary Brandt and Thelma Bechtle, swingshifters. Lower photo shows large crowd at rally. Lots of faces here—can you find your own?

★★★★★

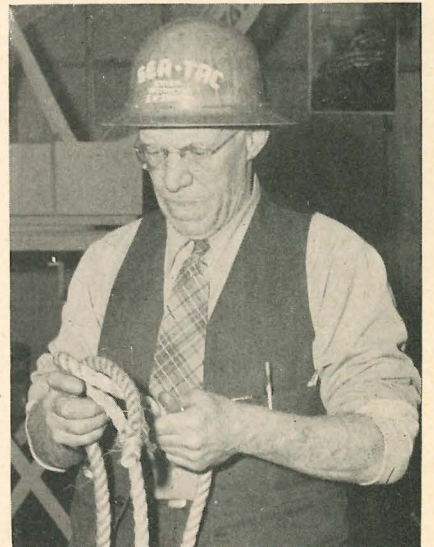


WHEN C. H. WYLER, second shift electrical leadman, remarked to the 10 men in his gang that he'd match with a \$100 bond, any and all bond purchases they might make during the drive, he started something, really! The boys took him at his word, and almost every day during Sea-Tac's drive, you can find Wyler up at the bond office. He's really shelling out!! In the photo above Wyler is surrounded by his gang at bond office counter. John Gibson has just plunked for a \$500 bond, Lou Kisak for \$25 and Foreman Milton "Andy" Anderson, who "snuck" into the gang to make it tougher for Wyler, is going for one for \$50. "I'm going through the wringer, all right," said Wyler, "but we all win in the end and so does Uncle Sam." (Left to right), Eugene Haley, Lou Kiszak, John Gibson, J. N. Sherrill, Wyler, Frank Dworsky, Milton "Andy" Anderson, Vesley Ackerson and John Wicks. Also participating in the contest and not in picture—Ed Pittendrigh, Eugene Anno and Lawrence Seed. Other electrical units are reported to be cooking up bond-buying contests to be sprung before the drive ends Feb. 15.

Sea-Tac Sketch

A knotty problem to Capt. E. W. Stetson is as minor as a drop of water in the vast seas. Just as incidental to him is the tying of intricate knots in ropes and lines. All because he started out to master knotty problems and knotty knots while yet in knee pants and today, as chief rigger instructor in Sea-Tac's training center, he's still going like sixty!

Like many good skippers, Capt. Stetson was born in Maine. His



father was a shipmaster before him, and his grandfather built the famed windjammer, Andrew Carnegie, and came to America on her.

Capt. Stetson's knottiest problem, but one he took in stride, was during the foundering of the Greek schooner Gortynia in a storm off Bermuda, January 27, 1920. Capt. Stetson, master of the Nashotah, steamed into Newport News, Va., with two survivors of the schooner, the men almost crazed from the horrors through which they passed while clinging helpless, hungry and alone to a part of the ill-fated ship's cabin.

Capt. Stetson attempted to launch a small boat. Time and again it was swamped. Finally a barrel was fastened to a rope and let down into the sea. By dint of much maneuvering and calming of the water with liberal applications of oil, the barrel was worked up to the wreck and the men lifted to the barrel, lashed there, and then hauled aboard the rescue ship.

For this heroic deed, John Barton Payne, chairman of the U. S. Shipping Board at the time, commended Capt. Stetson and his crew.

Three More Days to Buy a Bond and Do Your Part in Fourth War Loan Drive!

Sea-Tac Sketch



Thirty years faithful and excellent service in the U. S. Army, a member in 1913 of General Funston's army of occupation landing at Vera Cruz, Mexico, many years assigned to service at Nome and other Alaskan stations, terminating his long service recently with a review being held in his honor at McChord field—and now, with the ink on his discharge papers hardly dry, back in service on the war production front at Sea-Tac.

That, in brief, is a thumbnail sketch of M/Sgt. Leon F. Harper, now employed in administrative payroll. Harper retired on Dec. 30th, 1943, at which time a general order, signed by Col. Herold, commandant of McChord field, was read over the public address system, complimenting him on his continued loyal service.

Harper's army career has taken him to Alaska again and again. He was first assigned to the Alaskan communication system in 1917. He was in charge of all signal corps communications at Juneau until

1930, when he came out and was assigned to the Seattle area. In 1934 he returned to Nome and was there when that city was swept by a terrible fire. He came out in 1937 and was back again in 1937, this time in charge of all communications at Fairbanks. When the Japs made a so-called goodwill flight to Alaska in 1939 Harper was the ranking army man in the vicinity and was directed to search and report the findings of any subversive activities of the Japs at that time. His extraordinary foresight and untiring energy were responsible for the successful confiscation of photographic film found on the Japanese. (Editor's note: Probably "casing" the area!)

The Harper family still maintains a representative in the armed forces, for young James Harper is a radio gunner in the AAF.

The Keel wishes to extend a sincere welcome to Leon F. Harper to Sea-Tac's big family.

Bond Buying Crew!

A hundred-dollar bond purchase apiece and a substantial increase in bond payroll deductions is the contribution during the Fourth War Loan drive by Leadman Les Clark's 15-man crew of first shift joiners.

One of the crew, Ed Lauderback, is ill and couldn't contribute. He wouldn't anyway, because every check he gets at Sea-Tac goes into war bonds.

Other members of Clark's bond-buying crew are Ed Lockridge, George Proctor, Lou Reynolds, Ed Blilie, Norb Reetz, Walt Anderson, Elmer Hess, Clarence Low, Homer Sweet, H. J. Flugekvan, Jesse Morford, Harry Eckonrude, Harry Marcel and James Shaw.

Two Letters . . .

KEEL EDITOR:

During the three months that I have been British Naval Liaison officer at Tacoma I have frequently heard rumors, both in the yard and in the town, to the effect that one of the first impulses of the Royal Navy after commissioning a CVE is summarily to remove many of the valuable gadgets with which all CVE's built at Tacoma are so generously equipped. One story went so far as to suggest that the laundry machinery was being shipped to England by freighter for use in privately operated laundries.

While being of a very different nature to the rumors recently published in "Pravda," I find those concerning the removal of dish-washing machinery, laundry machinery, and ice cream fountains, equally hard to believe, since for two years before coming to Tacoma I had the misfortune to live in a British-built carrier, more full of years than gadgets, in the tropics; and the dishes were washed by hand—even my best white uniform was scrubbed in a wash-deck bucket, and the whole ship's company would have given a fortnight's foreign service leave for an ice cream soda.

It would be appreciated if you would be good enough to publish in your columns a letter which I have received from Captain R. P. Kingscote, RCN, the British Admiralty Delegation Representative at Vancouver, B. C.

F. P. LITCHFIELD,
Lt. Comdr., RN

BRITISH ADMIRALTY DELEGATION REPRESENTATIVE
Vancouver, B. C.

BRITISH LIAISON OFFICER,
Tacoma, Washington

With reference to our recent conversation regarding the current rumors prevalent to the effect that washing machines, ice cream machines and soda fountains have been removed from CVE's on their arrival at Vancouver, I wish to state that these rumors are entirely false and have no foundation whatever.

These machines are in use in all ships and are very greatly appreciated. Would you please contradict these rumors. You are quite at liberty to publish this letter.

R. P. KINGSCOTE,
A/Captain, RCN

APPRECIATION

I wish to express my sincere appreciation to the ship laborers and tank cleaners of the day shift for the beautiful floral piece sent at the death of my dear father.

Mrs. Edna E. Rafferty.

APPRECIATION

We wish to express our sincere appreciation to the workers and friends at Sea-Tac for the kindness and beautiful floral pieces given at the death of our dear daughter.

Mr. and Mrs. Wm. Watson.



X-RAY PHOTOS of pipe welds, developed to a new high since the start of this war, and a unit for this work is operating in Sea-Tac's new Pipe Shop. Here's W. E. "Pat" Patterson, industrial X-ray engineer, setting his machine to photograph a weld on a length of pipe. X-ray shows flaws and gas pockets in weld.

Patterson is here shown setting the controls of the X-ray equipment before taking the picture of a weld. Welds photographed are on high pressure steam and water piping larger than three inches in diameter. Stern tubes, rudder posts and large castings are photographed with the gamma ray, or radium salts.

After the X-ray film has been developed in a specially designed dark room Patterson inspects his work. When flaws are found the weld is chipped out, welded again and X-rayed until the job is found to be perfect. Patterson works for Industrial X-Ray Engineers, operating similar equipment in yards all along the Pacific Coast.



BRASS CHECKERS! All of them came to work at Sea-Tac on Jan. 18th, 1943, and on Jan. 18th this year they got together and celebrated their first anniversary. All of them are not now in brass checking, as a few have moved on to other departments. (Bottom row, left to right), Jerry Schneider, Elsa Ball, Helen Klippert. (Second row), Kay Clausen, Elsie Follett, Margaret Yallvas. (Third row), Helen Bryson, Naydene Yoeler. (Fourth row), Laura Wise, Betty Frayne, Margaret Velacich.

Hey! LOOK WHO'S HERE

This column . . . it's yours . . . you asked for it. Mail, phone or bring your copy to the Keel, Bldg. 23, one door east of the Bond office. The more the merrier!

Another launching, this time at the home of Harold Webb, safety man. Date—Jan. 21st, weight 8 lbs. 8 ozs. Name, Bruce Lee Webb . . . We know now what the Japs did to captured Americans at Manila and on Bataan! Sea-Tac's bond drive is still on, but you'll have to hurry! . . . Leonard L. Lawson, former second shift timekeeper, who has left the production front for the army, has asked Keel to say goodbye for him to his many friends here. Leonard, who will be remembered for his ready wit and hearty laugh, says it would be impossible to see everyone separately, so takes this opportunity to say "so long and good luck!" . . . Why does Sea-Tac's whistle whistle? Is it set off by steam, electricity, perpetual motion, or what have you? Nobody seems to know! . . . They look like twins—shipfitter Joseph Sokolowski and Russia's famed General Vatuten. No wonder! Sokolowski says his and Vatuten's mothers were sisters. He says he also has a brother who is a general on the Russian front . . . Film stars Ramsey Ames and Ed Kennedy autographing napkins at the cafeteria for swing shift waitresses who served delicious victuals to them during recent bond drive . . . "Chuck" Cogswell arranging for the boring of 55,000 holes in steel plate—all on one job. And taking it in good stride too! . . . Frances F. Morgan, shipwright, hoot owl shift, at Sea-Tac two years last October without being absent a single day. Moran bought first bond at Sea-Tac in 1943, first in 1944 and first during present bond drive . . . Ethel Campbell, in Navy building, receiving praises for her culinary art . . . A WAVE just graduated from the Naval Training school at Milledgeville, Ga., is Clara Sicade, granddaughter of the last chief of Puyallup valley tribe, on whose reservation the city of Tacoma now stands. Miss Sicade was an employee of Sea-Tac's welding rod department not so long ago . . . Calvin Smith, shipfitter second shift, walked into bond department and bought two \$1000 bonds, and said adios. He's sworn into Navy, awaiting call . . . Working at bracket lot near main gate is Henry W. Kline, started in yard June 23, 1942—has never been late or missed a day. A salute to Kline.

A THANK YOU

Words are so inadequate when it comes to expressing one's thanks. But when I say thank you all for your contributions and sympathy after the passing of my husband, Leo Loomis, please believe me, you never know until you experience it what it means to have the thoughts and acts of kindness of people like you. So in behalf of my son and myself, thank you.

Mrs. Leo Loomis, Spencer, Iowa.

APPRECIATION

Words cannot express our thanks for your sympathy and contributions during the time a dark hour overtook us. We lost our precious baby son and brother, Nathaniel.

We thank all employees of Sea-Tac for their generosity and givings.

Mr. and Mrs. J. B. Kelley and family.

★★★★★

Fourth Bond Drive ends Feb. 15th—Hurry!

:: HOME FRONT ECHOES ::

ANOTHER BEDTIME STORY

By E. A. Punter, Stores

My recent contribution to these columns pertaining to an incident in the life of a widower, twice blessed with events, met with such gratifying acceptance that more on the same subject has been requested.

I am happy to comply. Indeed, honored by such flattering interest in my family affairs, which hitherto have not been publicised beyond the personnel department.

Naturally there have been other episodes in the motherless home, equally as disconcerting if not as devastating as the Underwear Fiasco. (Editor's note: We of the Keel doubt it!) One incident in particular, to which my memory invariably refers whenever spinach graces our table. It happened in the post pin-up days, that hazardous period in the lives of children when the three-cornered garment has been released from duty as a portable commode and the buttoning of the overalls or the romper is an occasion for a strange intermingling of hope and mistrust!

They had advanced to the point where it was comparatively safe for them to eat alone. The quaint notion that the top of the head was a receptacle for unwelcome food had been definitely corrected and no longer was it necessary to "bib them up" against an outbreak of drooling.

A Swedish lady, under whose roof we were domiciled, served and supervised their meals. I received glowing reports of their behavior—particularly regarding their acceptance of spinach as an edible commodity. "Why, they just love it," she said. I was happy to hear it and envisioned a robust healthiness somewhere between the attainments of Pop-Eye and Superman.

Came the dawn however, and I began to notice that the boy was developing strange bumps amidships. I thought of goiter, but the outbreak was too far south of the region favored by that malady. Then we finally diagnosed the disorder as a severe case of "spinach in the pockets."



JOINS U. S. NAVY It was on June 22, 1942, that Hull Foreman W. R. Besaw and Leadman Bob Lockridge came to Sea-Tac and went to work in the paint department. Now Lockridge has gone, joining the navy after a splendid record here at Sea-Tac. The photo above was taken just a day before his departure, at which time the painters presented him with a military set. The presentation was made out on Puget Sound aboard one of the new carriers on her trial run. (Left to right) Besaw, Leadman Omer Dean, Lockridge, and R. W. Robbins, paint department superintendent.

SEA-TAC UPS

By Dietrich

★
"She's nice,
but
you always
have the feeling
you don't
really
know her!"
★

