

Agents' Conference Gives OK To Drive For Post War Jobs

ATLANTIC & GULF AGENTS CONFERENCE



The Business Agents from all ports briefly interrupt their conference to have a picture taken. Seated around the tables from left to right are: Dolar Stone, Galveston; Matthew Dushane, Washington Representative; Ray White, Norfolk; John Mogan, Boston; D. L. Parker, Tampa; Robert Matthews, Jacksonville; Harry Collins, Philadelphia; John Hawk, Secretary-Treasurer; Frenchy Michelet, New Orleans; Arthur Thompson, Savannah; James Tucker, Charleston; William McKay, Baltimore; George Bales, Mobile; Louis Goffin, Assistant Secretary-Treasurer and Paul Hall, New York.

SIU CREW WINS HIGH PRAISE FOR SAVING ALCOA PIONEER

Heroism of the SIU crew, Navy gunners and even the master's Boston terrier, "Skipper," helped save the American war freighter ALCOA PIONEER from destruction during violent encounters with Japanese planes off Leyte, the War Shipping Administration reported this week. The commander of the Navy armed guard and four of his men were killed, and nine Navy gunners and five members of the ship's crew, including the captain, were wounded.

The vessel was anchored in San Pedro Bay when a formation of three enemy fighter planes approached at 6,000 feet. The fire of the ship's guns caused two planes to crash in the water and one plane was set afire.

The bombs from one plane fell on the bridge deck of the ALCOA PIONEER, killing five gunners and wounding several SIU men. The entire bridge and forward deck was immediately in flames. Capt. Andrew W. Gavin, of New York City, reports:

"The three forward holds contained gasoline cargo but our merchant crew soon had the fire under control. Although all hands

responded admirably, I wish to especially commend Boatswain Clark C. Smith, of Santa Barbara, Calif., and Maintenance A. B. John R. Peterson, of San Francisco, for their outstanding performance. They seemed to be everywhere. They had all the hoses playing on the forward deck and next were standing on the bridge and had the fire there under control.

"These men worked under extreme difficulties and hazards extricating Chief Officer Daniel J. Noonan, who was seriously injured and pinned under twisted steel plates and beams in his room directly under the spot where a bomb had exploded.

"As fourteen members of our armed guard were casualties, the senior petty officer remaining asked for volunteers from the merchant crew to man the guns. On the next alert, less than an hour later, all guns were fully manned.

"The crew continued to discharge cargo, many seamen working from 18 to 24 hours straight, and although we were averaging seven or eight alerts

or direct attacks day and night, they continued to assist the gun crew in manning the guns."

From Walter K. Neill, one of its representatives in the Southwest Pacific, the War Shipping Administration has learned of the part played by "Skipper," Captain Gavin's Boston terrier. He reports:

"Two days before the vessel was attacked the dog had been severely reprimanded by Captain Gavin for entering his cabin without permission. He even installed a screen door to keep "Skipper" out.

"When the bombs fell on the ship the ensuing explosion knocked the master unconscious, broke a rib and inflicted other injuries. The dog also received a shrapnel wound in the back and the explosion blew him through the screen door and into the cabin, where the Captain lay. Despite his own wounds "Skipper" proceeded to lick Captain Gavin's forehead, reviving him. "Skipper" now is permitted to visit the master's quarters at all hours and without special permission."

Hall Receives Post Of Director Of Organization

NEW YORK, March 13—Far reaching plans for streamlining the SIU to win post war job security for the rank and file members, are now being drafted by the Agents' Conference meeting here for the entire week. Among the most important proposals being drawn up for action by the membership is

a plan for an intensified organizing drive up and down the coast to bring into SIU halls the maximum number of new jobs. In line with this plan the Conference has recommended the establishment of the new post of Director of Organization. Brother Paul Hall has been appointed Director by the Conference, and will be charged with the duty of setting up coastwise machinery for this new drive. Hall will handle both the job of New York Business Agent and Director of Organization out of his present office.

The union's publication program will be greatly expanded under present Conference plans. The *Seafarers Log* will be immediately doubled in size, and be given a streamlining with liberal use of pictures, cartoons and special features from the ships and outposts. The aim is to make the paper a real reflection of the life of the union and the men who sail the ships. Its columns will always be open to the rank and file members for stories, poems, or beefs.

An extensive educational program is being laid out by the Conference. The program is not only aimed at giving rank and file members a sound presentation of union problems and tactics, but also at aiding the Director of Organization in his drive for new contracts.

The following five booklets have been approved, and are now in the process of being written:

1. "Here's How Brother." A two color booklet, profusely illustrated by one of labor's top cartoonists. It is addressed to crew members boarding the ship and explains the duties throughout the voyage and at payoff.
2. "Stewards Department Manual." A short pamphlet containing department working rules and suggestions on inter-department cooperation recently drawn up by a rank and file stewards meeting.
3. "It's Your Meeting." This one gives parliamentary procedure

in simple terms as a guide for all meetings, both aboard ship and ashore. It also contains suggestions on how to shape up your thoughts for presentation on the floor.

4. "Foc'sle Card." A redrafting of the present SIU foc'sle card so as to contain much more information and suggested of benefit to the crews.

5. "History of the SIU." A full length and profusely illustrated book tracing the history of our union from the year 1870 to now. A definitive treatment of some of the most exciting chapters of American labor history. A book of historical interest.

Beside this formal program of education, special issues of the *Log* and other leaflets aimed at the unorganized will be issued from time to time to meet the needs of the Director of Organization.

The Conference has considered only part of an extensive agenda, which includes revision in shipping rules, Constitution, the establishment of new branches, etc. The final report of the Conference will be carried in a future issue of the *Log*.

Decision On Jr. Engineers

The National War Labor Board ruled on a dispute this week between the SIU and the operators, and awarded unlicensed Jr. Engineers \$142.50 per month. Working rules were also set in the directive, which follows:

I. Rate for Unlicensed Junior Engineer.

A Junior Engineer (Unlicensed), when carried, shall be paid at the rate of \$142.50 per month. This rate is to be effective for the first signing on of articles following the date of this Directive Order on Liberty, Victory, C-1, C-2, C-3, and C-4 type vessels.

(Continued on Page 2)

SEAFARERS LOG

Published by the
SEAFARERS' INTERNATIONAL UNION
OF NORTH AMERICA
Atlantic and Gulf District

Affiliated with the American Federation of Labor

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New York, (4) N. Y.

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SIU Steward Praised For Service To GI's

The following communication was received by me from an officer serving aboard the SS John McDonough who informed me that the motive and moving factor behind this splendid gesture was instituted by Brother Ray Lightfoot, night baker and cook while serving aboard the above named vessel.

Not only was he considerate toward his fellow countrymen who are serving in the armed forces, he was in readiness at all times to do an extra little something if necessary to help a fellow crew member with his friendly advice and counsel. In appreciation for this he received a citation signed by every member of the crew, from the captain down, including the gunnery officer, Army officer and all members of the gun crew.

Fraternally submitted,
JOHN MOGAN, Agent

HEADQUARTERS
Port Troops 13th Port
Luchibal Barracks

11 December, 1944

To the Officers and Men
of the SS McDonough

Gentlemen:

The cigarettes, which the officers and men of the SS McDonough so generously contributed from their weekly allowances, have been received and distributed to the men of this installation.

In view of the cigarette shortage which has existed these past



several weeks, let me assure you that the men of this command fully appreciate your friendly and considerate gesture. It is particularly pleasing to me that a feeling lives between our two services capable of motivating such an action.

Since the troops of this command are Port Troops, every officer and every man here understands and commends the grand work of the Merchant Marine. We are proud that we share with you a portion of the responsibility of delivering supplies to our fighting forces.

On behalf of the entire command I again thank you for your thoughtfulness; and wish each and every one of you good health, good luck and a safe voyage to your next destination.

Sincerely yours,
LEON V. CHAPLIN,
Colonel, T. C.,
Commanding.

Decision On Jr. Engineers

(Continued from Page 1)

II. Working Rules for Junior Engineer (Unlicensed)
The following shall be incorporated in the agreements between the parties:

1. Junior Engineers (Unlicensed) shall work under the direction of the Chief Engineer and may be assigned to regular watches or day's work.

2. The Junior Engineers (unlicensed) shall not be used in lieu of an Assistant Electrician on the type of vessels now carrying an Assistant Electrician. On vessels carrying one electrician, the Junior Engineer (Unlicensed) shall receive overtime if called upon to perform electrician's work.

3. Duties of Junior Engineers (Unlicensed)

Shall assist the engineers in maintenance work in Engine Department. He shall not be required to do any cleaning of boilers, painting, cleaning paint, polishing work, wire brushing, chipping, scaling, or operating a lathe. However, he may assist an engineer or machinist in the machine shop on lathe work. Their work shall be confined to maintenance and repair work only including work on deck machinery and all piping. They shall assist in taking on Engine Department stores.

4. They may be required to replace any unlicensed member of the Engine Department only when said member is sick or missing, in which case he shall be governed by the working rules of the respective rating.

5. When on day work, their hours shall be from 8 a.m. to 5 p.m. on weekdays and from 8 a.m. to 12 Noon on Saturdays.

6. When assigned to watch duty and not replacing any other unlicensed member of the Engine Department, he shall receive overtime if required to do any maintenance work between the hours of 5 p.m. and 8 a.m., on Saturdays after 12 noon, Sundays, and holidays. Between the hours of 8 a.m. and 5 p.m. weekdays and 8 a.m. to 12 noon Saturdays, his working rules shall be as specified.

7. At sea when they are on day work and are shifted to sea watches, they shall be paid overtime for watches stood the first Saturday after 12 noon and the first Sunday. Thereafter, they shall not receive any overtime for Saturday afternoon or Sunday watches when serving continuously on watch duty.

8. In no case shall overtime be paid when work is performed due to wartime emergency conditions or emergencies involving safety of the ship, cargo, passengers or crew or for saving life at sea or fire and boat drills or other emergency drills when so ordered by the master or Government inspectors.

Representing the Public:

Lewis M. Gill

Dexter M. Keezer

Representing Labor:

James A. Brownlow

John Brophy

Representing Industry:

Walter T. Margetts

Hoey Hennessy

CASUALTY



Edward in The Call.

Baltimore Member Awarded Coveted Marine Decoration

Brother Alberto Galza, Bosun on the SS Delisle, received last month the highest award available to seamen, the "Merchant Marine Distinguished Service Medal." When the SS Delisle was torpedoed, in the spring of 1942, brother Galza displayed extreme heroism in saving the life of two of his ship mates. As a result, he was decorated in the office of Captain Edward Macauley in Washington on the afternoon of February 15, 1945.

Following is the text of the citation given him by Admiral Emory S. Land, on behalf of the President of the United States:

The President of the United States takes pleasure in conferring the MERCHANT MARINE DISTINGUISHED SERVICE MEDAL ON

ALBERTO GALZA, BOATSWAIN

in accordance with the following CITATION:

For heroism beyond the line of duty.

When the SS DELISLE was torpedoed in the spring of 1942, the Third Mate, who had previously lost a leg, was again seriously injured while standing bridge watch. Galza was at the wheel at the time, and, though severely cut about the head and shoulders by the wreckage of the wheel house, he carried the helpless Third Mate from the bridge over decks listing forty-five degrees, and lowered him to the comparative safety of a lifeboat. The SS DELISLE survived this torpedoing, but on a later voyage, in the fall of 1943, she was again torpedoed while rescuing survivors of another torpedoed ship. The Master of the ship, another one-legged veteran of the sea, was blown from the bridge to the fore deck and lay seriously injured and hopelessly pinned down by a cargo boom which had fallen on his artificial leg. Galza, on this occasion, was aft assisting in the rescue, but immediately ran forward when told of his Captain's plight. Finding that he was not able to move the heavy boom, Galza cut the Captain free from the pinioned leg, carried him to the side, and lowered him to a waiting raft but a few minutes before the ship sank.

His heroic actions on these two occasions, in keeping with the finest traditions of the United States Merchant Marine, were instrumental in saving the life of one of his officers, and undoubtedly the sole means of saving the life of another.

For the President
(Sgd.) EMORY SCOTT LAND,
Chairman

February 15, 1945
(seal)

The directive makes the conditions here cited effective on ships operated by the Alcoa, Bull, Eastern, Mississippi, Overlakes, Seas hipping, Smith and Johnson, Waterman, American Range and South Atlantic lines, all under contract to the SIU.

PERSONALS

FLOYD HOLCOMBE

Your book, 151G, was found and is being held at the N. Y. Head quarters office on the 6th floor.

JACKSONVILLE

Business in the Jacksonville Branch picked up a little in the past two weeks with two ships paying off from long trips. We had the SS Richard Coulter of Overlakes, and boy what a pay-off. She arrived Thursday and it was Monday night before the pay-off. About fifteen of the gang had charges against them with the Coast Guard. All were squashed with the exception of one who had his certificate picked up for two months.

Quite a bit of overtime disputed in the black gang which was sent to New York for settlement.

The SS King L. Woosely of Bull Line also paid off the past week. There was quite a bit of overtime in the steward department which wasn't written up correctly and we had to rewrite it before the company would pay.

Shipping for the near future is a bit uncertain but we will have a ship out of the shipyard around March 20th. At the present time your correspondent is attending the Agents' Conference in New York City and it is my opinion that out of this Conference will come some very constructive and concrete proposals which will definitely benefit the membership of the Union.

ROBT. A. MATTHEWS, Agent

PHILADELPHIA

Sometimes a word to the wise is sufficient, other times you have to beat it into someone's skull. How about these Coast Guard cases? I believe this has been brought to the memberships' attention on several occasions. When the Coast Guard officer comes aboard to question a member of the crew, do not tell him anything unless your union official is present.

If you live up to this strictly you are less liable to get yourself in trouble. You must be made to realize that when a Coast Guard officer questions you he is not merely asking questions for his health, he is talking purely and simply to make a case against you as an individual or against some other member of the crew.

As a rule all Coast Guard officers are pretty clever and they have a way of asking questions that they can generally get the answers out of you that they want. But if your Union official is present he can often advise you as to your rights.

Now in the case of being a witness against any Union brother, you must realize that if any member is active, so as to be against the good order of the crew he can be brought up on charges in the Union. In this way the Union can take proper action against the individual.

If and when the Coast Guard puts charges against you it is a good idea if you appear for trial when they tell you to, otherwise it will result in the suspension of your certificates. Once this happens it is hard for the Union to get your certificates back; because the Coast Guard trial officer takes the position that you are ignoring them and that you don't take enough interest in your certificates to retain them.

HARRY COLLINS, Agent

WHAT'S DOING

Around the Ports

TAMPA

This port has begun to come back to life again. This past week we had two Moran tugs in, and believe it or not we shipped two men.

The Brandywine was in and out again. Shipped a messman, and had a call for one fireman which we could not supply. It seems to me that the members in Tampa should take a little interest in the Union and take those jobs, because one of these days they will be raising hell for the same job.

We don't want to boost the RMO by calling them for replacements. Let them sit and suffer with their great surplus of men. One of these days they are going to have to explain the score to the taxpayers.

Brother Bo Andersen took the Brandywine out last week. It must be that he heard the accent of a certain little blonde who has been sitting on his doorstep. If any of you boys like oranges, sunshine and Cuban girls, come on down to Tampa for your vacation.

D. L. PARKER, Agent

NEW YORK

The port of New York is running along at its normal rate with 34 ships paying off and 27 signing on the past week.

All ships that have paid off had minor beefs all settled aboard before paying off, with the exception of the Akien Victory, which had a security watch beef that is now collectable. Note the Money Due list for the money involved.

We have practically solved our manning problem through an arrangement to pay transportation from one port to the other. There were a number of men shipped to this port from Baltimore and to Jacksonville last week.

Among the ships paid off of the Bull Line were the SS John Poe, J. Olsen, J. Cauldwell, none of which had outstanding beefs.

The SS Arizpa of the Waterman SS Company was a madhouse, but was straightened up to the satisfaction of the crew. Waterman also had the SS Pickett, Willard and City of Montgomery, Roger Griswald, Desoto and Wacosta, that paid off with practically no beefs. Something new for Waterman.

All the other companies with the exception of the Eastern SS paid off ships here this week.

One of our main beefs has been on the new directive from the War Shipping Administration instructing different SS companies to pay one round trip transportation per day to and from ships anchored in the stream over the period of 48 hours, awaiting birth or to load her discharge cargo. Although the transportation arrangements are much better than before and have caused the Union quite a bit of work in achieving them, they are by no

means perfect, as they do not allow all watches to come ashore. The Union is working to have them revised to read, "one round trip per day for each watch."

Some of the SS companies are very reluctant in notifying the Union of the time and place of their payoffs. Therefore, we would like to call to the attention of the ship's crews, that it is their duty to call the Union Hall for representation before paying off the ships.

We are still having trouble in the stewards department where the gun crews are being cut down. Alcoa and Bull Line especially are trying to reduce the stewards department below its required complement. All members of the stewards department should see that a full complement is there to sign on before signing Articles.

We have had quite a number of transportation beefs where the crew members demanded a pay-off at the first port in the United States and would not stand by the ship until she came into a zone as required by Rider No. 64.

We should realize that at present these riders and various other beefs that arise, take quite a while to settle as we have to handle them through a medium of negotiations and the companies will not cooperate as they would in the days when we could hang the ships alongside the docks for the settlement of our beefs.

Here's for the old days.

J. P. SHULER, Patrolman

GALVESTON

Shipping in this area seems to be on the up trend. Had an SUP ship in Galveston, the SS Jean of the Bull Line, in Lake Charles. Two ships in Houston, loading one of which was the SS Roy K. Johnson of the Calmar Line. In transit from New Orleans.

The SS Jean needed a number of replacements and due to the fact that our membership in this area is scattered all over the State of Texas, it was necessary that we call New Orleans for some of the replacements.

Another thing that isn't doing any good is the fact that some of our members think that after they have made a trip that they can stay ashore as long as they want to and that their deferment is good for all time. Just this week a wiper who had stayed ashore too long before shipping was taken off a ship after having signed the articles. In another instance a wiper made just one trip and then stayed ashore for over a year. As soon as this man was notified to appear for his pre-induction examination he hopped into Galveston, expecting to be shipped immediately.

It is the policy of the Seafarers to defend and help our members, but at the same time these members should co-operate with the Union by observing the limitations on their shore time.

D. STONE, Agent

NORFOLK

Shipping is slow at present in the Port of Norfolk but we hope for a change soon. At the present time we are shopping around for a new hall as the present one, to be frank, stinks. Finding a new hall here is like finding a needle in the proverbial haystack.

Buck Neuman was down to the Navy Yard to see the Admiral about getting an old Navy launch to run around the harbor to meet the incoming ships. Buck figured he was gonna get in on the Lend-Lease before Uncle Joe got all of the boats and the Volga Boatmen beat him to it.

The post war situation for the SIU here in Norfolk looks very good, what with several new companies who will remain a permanent fixture. The tugboat companies are expected to expand some of their activities as to running offshore tugs. The ferry boats are lining up with the SIU and we expect to vote them soon.

We are out to organize everything that floats in this port, except the Navy. One thing we must bear in mind, a great number of the men in the armed forces were former seamen and it is up to us to protect their interests while they are on active duty. This we can do by maintaining a strong and active union. An organizing policy will be adopted by the Union in the near future and it is up to every union official and member of the union to give this program his full support.

Legislation by the shipowner stooges in Washington, D. C., is very active—most of the bills being introduced are aimed at regimentation of the seamen, not to mention the disruption of contracts and the slashing of wages. These people are looking to continue with their huge profits after the war when subsidies are no longer available from the pockets of John Taxpayer. Then their main source of revenue will be from the pockets of the seamen.

RAY WHITE, Agent

NEW ORLEANS

The Agent left over the weekend for the Agents Conference to be held in New York. He must also make the joint SIU-SUP Conference to be held in Chicago the week of March 19th-26th, so he will probably be gone some time. We are making out pretty well in his absence. There are several ships in port and plenty of jobs for all takers.

The Mississippi is getting about a ship a week in from the South American run so things are beginning to shape up like old times. We are fortunate in having enough trip card material hanging around the hall that we don't have to call the finky RMO for help, praise Allah.

GLENN MASTERSON, Patrolman

SAVANNAH

I knew it was gonna happen for nearly a month. Savannah was as quiet as a cemetery, but as soon as I left for New York business started booming. Two ships are paying off next week and we haven't enough men there to man them. There are also two or three pay-offs in adjacent ports and their shipping lists are even smaller. It may pay some of you guys who like lots of sun and palm trees and grits and 'lasses (not the apostrophe in front of 'lasses), to head south so we can get full crews for those ships. When I get back to Savannah I hope to see an entire new gang on the beach.

There are still quite a few ships under construction down this way and we'll be called on to man most of them. Let's hope we can do it.

ARTHUR THOMPSON, Agent

BOSTON

Along with myself, all the agents will be writing from New York where the annual Agents Conference is being held. I have had an opportunity to meet a number of old shipmates and friends, and to me it is somewhat of a reunion.

There are several new agents present at this Conference and they are suggesting some very progressive changes which will be beneficial to our membership. The only change I note among the older agents is the color of Harry Collins nose. It is beginning to resemble the color and contour of a Concord grape.

I will continue to be on the alert for more changes and will report same.

With all good wishes for a successful and constructive conference.

JOHN MOGAN, Agent

PUERTO RICO

Things around here have slowed up since the WSA took the small ships off that were running here hteady. Although there is a little work for the boys on the beach cleaning holds and painting, they can't get rich but it does give them rice and beans until something else shows up.

I got a couple of notes from a fellow who was in jail, telling me how he had been framed and how his Union book was all paid up and what a militant man he was so when I got back in the office and read them I got down to the local bastille to see him. Lo and Behold it was a super of the MNU who had come ashore to re-arrange the seating in the Don Q night club and change the ideas of the local police on how to run their business. But it seem's as though he had forgotten to take the knife out of his pocket when coming ashore, so when the frisk came he was thrown in the clink under \$700.00 bail. Carrying concealed weapons is a straight jail sentence down here so when any of the boys come ashore while in the Enchanted Isle's be sure and leave those things aboard.

The strike fever has hit the population down this way and they are all trying to out do one

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Around the Ports

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another. The small ferry boats went out and won their demands in less than 24 hours. The railroad workers threatened and won a small increase. All the sugar workers are out and have been for three weeks at time of writing this. The new glass factory that just got started in January is out and the paper workers went out in sympathy with them.

I have only a few members on the beach and most of them are not rated men. The WSA repatriates all continentals who get off down here after they have had their fling with the dark eyed damsels and tried to whip the Old Demon Rum. But the Old Demon always wins.

Shipping should pick up when the sugar deal is straightened out and they get a little raw sugar on hand for the ships to take out.

BUD RAY, Agent

BALTIMORE

Shipping out of this port continues on the slow side, but beach list turnover is fairly steady. It looks as if the manpower shortage is over, as far as the Merchant Marine is concerned, and it will be noted that there is a tendency on the part of the younger fellows to stay put on their ships rather than take a chance with their draft boards. Most companies are getting rid of their old rust buckets while there is still a chance to get a good price for them. But there's still a few of them left, such as the Ore Line's Cubore which always gives us a headache to crew up no matter how many men are on the beach. The Coast Guard cooperated in having her de-loused this trip but all hands will be glad when the new Ore Boats come off the ways and the old tubs can head for the scrap heap.

There's a rumor around that because Sheephead Bay has so many deadheads who will need jobs that we are not going to get rid of our war time merchant fleet. There's a surplus of them in this port and we hear that New York has thousands of them hanging around hoping that Uncle Sam will make a berth for them even if it is on a mud scow. Those WSA pools are crowded now and they are getting bigger and better all the time, so it's up to us to keep an eye both on the WSA and friend shipowner. When a bureaucrat thinks his job is going to be cut from under him he really gets desperate. Talking about ship-owners some of them must be in training for post war operation since the patrolmen report they are showing up at pay-offs so they can learn all the tricks about how to beat down what the crew has coming to them.

Mat Little, the SIU's oldest member who has survived the Dunkirk evacuation and a couple of torpedoings found Pratt Street a little tougher to get across than the English Channel or the North Atlantic and ended up in the local Marine Hospital after a slight argument with a truck. However, a little thing like that is a minor skirmish in the life

of a young fellow just turning 83 years of age. When we visited him Mat let us understand that all he wanted was his \$2 benefit and we could take our \$150 and the flowers and go to a warmer climate.

When we think of men like Mat and Andy Furuseth and some of the other grand old-timers, we can't help comparing them with some of the boys who walk into the office with the attitude that the world is their oyster and that the Union and the United States Merchant Marine was created for the sole purpose of providing them with an excuse to keep out of the Army. Most of the young fellows are OK; give them a chance and they'll make good seamen and good union men. Most of them are smart enough to realize and appreciate the fact that the job they have is a fairly decent job because a lot of good men fought like hell to make it a good job.

If there ever was anything built with "blood, sweat, and tears" it is the maritime labor movement and there's no place in it for those self-called individualists who accept the real benefits of unity but who balk at helping maintain that unity. We'll be glad when this war is over for a lot of reasons and one of them will be that we'll be able to rid ourselves of a lot of chiselers who can pack up their gear and their individualism and take it with them to the steamship companies. The average steamship company likes individualists; they are such dependable people when there's a job of cutting the other fellows throat to be done.

WM. McKAY, Agent

CHARLESTON

Shipping has been good in the Deck Department for the past few weeks. No shipping in the Engine and Steward Departments in two weeks. Looks as if it will continue to be that way in all three departments for the next few weeks.

Had two SUP ships in to pay off. The SS Benjamin H. Brewster, Union Sulphur Company ship was the cleanest job to hit this port since I have been here. No beefs against anyone on the ship. Company paymaster did not want to pay transportation but it was ok'd and payed before the pay off—\$15.00 Log donation from the deck crew, thanks to the SUP and SIU men.

The SS Laura Keane, a Sudden and Christensen Ship, paid off with no beefs and \$22.00 Log donation from the deck crew. Had five month trip with no beefs.

Had a phoney skipper here on one SUP ship, who refused to take some OS's. The ship sailed with a new skipper and two OS's that the old skipper had refused. We had good cooperation from the other members of the crew who refused to sign articles with skipper, backing us up.

JAMES L. TUCKER, Agent

**Keep In Touch With
Your Draft Board.**

MOBILE

Things are beginning to look good around this port again. We have a few of the old time ABs, Oilers and Firemen hanging around to ship, but no stewards dept. What's the matter ship-mates? Why don't some of you brothers drop down and ship out of Mobile?

Have a ship every week from Panama City Fla, Tank Carriers, 4 hatch jobs. Alcoa and also Overlake Freight Corp. Have a few Alcoa ships on the island trade. Boys make plenty of overtime on an average 6 week trip.

Well heres hoping we see a lot of you old timers coming down south.

GEORGE BALES, Agent

NEW YORK

Shipping's on a steady beam now, boys. If any of you men are having difficulty in getting out from the out-ports, how about hitting for the port of New York?

Have your Agents contact one of the Dispatchers here in N. Y. to find out and see what we have on the board, and then have him make arrangements to be sent up to N.Y., for the required jobs. As the weeks go by and at the rate the jobs are coming in, we will need the men here to keep the ships going again.

The beefs and complaints are still coming in to us here on the Dispatchers 2nd Floor. In times of rush, this makes it a trying time for us. In order to get quick and fast results, when you members dial the SIU number: HA. 2-2784, the operator will ask you what and who do you want to speak to? If it's beefs or wanting Patrolmen, tell the operator what you want and she'll connect you with the proper officials. And another way that you all could help us is, when we are calling jobs on the hour, kindly cooperate with us by not having your wives, sweethearts, sisters, uncles, brothers calling us up at that particular time. It causes a great delay and interefers with our business calls. In the near future, we'll probably have a public telephone booth installed on the third floor to take up your personal calls. But in the meanwhile, try and restrain your personal calls to the dispatchers' office to a minimum.

For the benefit of the members of the SIU, especially the new members that don't quite understand the shipping rules, contact your 5th Floor and ask for same and study them. They are important. The better they are understood, the better cooperation the organization will receive from you all in running a smooth Union. While you are in the Dispatchers Hall, study the rules that are located on the bulletin board. Take an interest in your Union.

Probably everyone of us get a hankering for a drink of hooch now and then, but it's quite annoying when one gets a little bit too much under his belt and gets by the doorman. I can readily say that Brother Grantham is quite efficient as a doorman,



By "FRENCHY" MICHELET

This is the eve of the day that begins the most significant Agents Conference in the history of the Seafarers. Today, as never before, this organization needs its officials to sit down and lay out an aggressive program of expansion. This program, once adopted, must be entrusted to men of initiative — men of vision and foresight — men who will pursue the goals set at this conference to an uncompromising conclusion.

The rank and file of the SIU is aroused as never before. Their activities on the floor in the various meetings during the last few months indicate that they are aware of the danger facing the union in the post-war period, and they are demanding to be led into new fields by an aggressive and determined officialdom. This membership will not tolerate the shirking of responsibilities by their leaders.

We see by the papers where Heinie has cut loose in the submarine warfare with all of his old fury. There must be some mistake! Mr. Macauley and his stooges distinctly told us that the danger was past when they knifed hell out of our bonus.

That reminds us of the story of the animal trainer who was urging the by-stander to put his head into the lion's mouth.

and occasionally hits the front on the ships on payoff, and settling beefs. But at night we have quite a few of the boys that come in with a load on and pester the life out of the nite Dispatcher, Red Truesdale. It becomes very irritating at times. Keep your head and remember that the night dispatcher has work to do. Don't interfere with his job. For the benefit of those that don't know it, it would be advisable to study your constitution, for one can be fined as high as \$25 for being stewed in your Union Hall. But to date; there has been little of it. So lets keep it that way.

W. PAUL GONSORCHIK
N. Y. Chief Dispatcher

Money Due SS AIKEN VICTORY

Money due for Security Watches:

R. Bunce, Bos'n, \$18.00; H. Tintle, Carp., \$12.00; H. Udiljak, DM, \$6.00; J. Gehlet, DM, \$12.00; J. Parson, AB, \$18.00; T. Benson, AB, \$18.00; J. Purcell, AB, \$18.00; J. Tomko, AB, \$12.00; J. Aguiak, AB, \$6.00; R. Sasso, OS, \$12.00; H. Breninger, \$12.00. Collect at Mississippi office in New York.

"Everybody knows this old lion is harmless," the trainer kept saying encouragingly. "You know it and I know it," the by-stander objected, "but the question is, does the lion know it!"

Yes Sir, Mr. Macauley, the question is, "Does Heinie know it!"

SAD, SAD SONG

**They're wailing in the messrooms,
They're moaning by the cooler; -
The Steward ordered a Cook
And the Union sent him Shuler.**

Old "Hungry" has been beating his gums for two years about how well he fed on the Seatrain Texas back in '42. Herman Troxclair, his Chief Cook on that wagon, chanced into the hall in New Orleans just before we went East for the Conference. We asked Brother Troxclair what kind of stores J.P. had dished out on the scow. "Confidentially, Frenchy," Herman said "the scow was so hungry that the rats brought their own cheese aboard."

If a steward has a few old-timers aboard, he will probably have trouble feeding 'em curry because they remember 'way back in Shipping Board days when cooks used this pungent spice to kill the stink of the finky meat the unorganized ships were burdened with in those days. Here's a way to make 'em eat curry and like it:

Cut up a few chickens as for fricasseeing, feet and all. Open the legs with a cleaver to get at the savory juices. Now parboil the chicken in well-salted water until tender. Remove, reserving the stock. Remove the meat from the bones and dice. Now fry a half-dozen large diced onions in butter. Skim out and save the onions. Fry the meat good and brown in butter. Put in the onions and the stock. Let simmer for twenty minutes. Brown a tablespoon of curry and two of flour in butter. Add to the stock and simmer for twenty minutes longer. Lastly, stir in two slightly-beaten eggs and serve with rice. Oh, Boy!

Our feet are beginning to itch something awful. To make matters worse, a bunch of the guys off the SS Pumutz have been telling us tales of old "Monte" again. Monte, where they feed you that cold beer with a "head" like a frosty white cloud. And it's served to you by those dark-eyed darlings, half Spanish—half Angel, that makes it taste like the nectar of the Gods.

Well, we gotta quit now. We lent a guy a suit and we gotta tag along with him to the gin mill to see that nobody knocks him back on our pants.