

Officials In Action



New York officials conduct the largest (non-strike) meeting in the history of the union. Shown here on the platform, facing the 700 members who were able to crowd into the hall, are (left to right) Freddie Stewart, Recording Secretary; William McCuiston, Chairman; Paul Hall, New York Agent; John Hawk, District Sec'y-Treas.

AFL To Open "Service Bureau" In New York

The American Federation of Labor has opened in New York a city-wide "Service Bureau" which will aid all AFL members in the metropolitan area with their personal and family problems. This Bureau, located at 10 East 40th Street, is supported by the New York Labor War Chest.

The Seafarers has always been opposed to "social service" by religious or charitable organizations, because such organizations usually turned out to be an arm of the shipowner and used charity hand-outs as a weapon against decent wage structures for the seamen. This new set-up, however, is something quite different. It is not a charity, it is run by and for organized labor, and it can render many services to seamen which are not at present within the capabilities of the union.

Following is the first Bulletin issued by Sarah E. Marshall, Director of the Bureau, and gives the general perspectives of the new service.

NEW YORK LABOR WAR CHEST
Labor League for Human Rights
10 East 40th Street
New York 16, N. Y.
BULLETIN NO. 1

"Many AF of L unions in New York City have Welfare Committees to serve their members on individual problems which are not covered by union contracts or union negotiations. Other unions do not have such committees. Both groups of the unions, however, are compelled to devote a considerable amount of energy and time in helping their members to solve their

(Continued on Page 2)

5 More Liberties Named For SIU Honored Dead

The U.S. Maritime Commission announced this week that five more members of the SIU who gave their lives in action will be honored by having Liberty ships named after them. This brings to a grand total of 20 SIU dead whose names are now carried on the bow of merchant ships—fitting tribute to their heroism.

The SIU was the first organization in the country to urge that Liberty ships be named after the men who sailed and died on them. Last year Brother John Hawk wrote to Admiral Land suggesting this procedure. A few short months later the first SIU man was so honored.

The five brothers who will be honored this spring, as the ships are launched, are:

EDWARD H. HINTON
DUDLEY H. THOMAS
JOHN L. MCCARLEY
JOHN C. PRESTON
FRANK E. SPENCER

Record Attendance For First New York Bi-Monthly Meeting

Labor Support



Control of U.S. labor would be placed in the hands of the War Manpower Commission under the bill introduced by Sen. Harley Kilgore (Dem. West Virginia), shown above. This bill is much preferable to the May "Slave Labor Bill" which passed the House. Senator Kilgore's bill is being supported by both the American Federation of Labor and CIO leaders.

Latest indications are that labor has forced into line enough Senate votes to defeat the May Bill. Show down will come next week. (Federated Picture)

The SIU has grown so rapidly in size that it has all but outgrown the new hall recently acquired in New York—at least as far as membership meetings are concerned. At last Wednesday's meeting (the first regular bi-monthly meeting), so many men were on the beach that it was impossible to get them all into the meeting hall. 700 men crowded into the third floor meeting room, and the overflow of 300 were forced to gather on the dispatching deck, one flight down. 1,000 men at a regular membership meeting is eloquent testimony of the growth of our union.

1,000 men at a membership meeting during the war shipping boom is also a warning that a post-war slow down will see

thousands of men on the beach in all ports.

The first of the bi-monthly meetings (every other Wednesday) was called for 7 o'clock. By 6:30 the hall was half filled. At 6:45 there was standing room only, and by meeting time the Master-at-arms was turning men away and sending them to the second deck. All those who went to the second deck were given credit for the meeting and excused.

Evidence of rank and file interest in the union were the loud beeps which issued from the second floor when it was announced that the overflow was being excused. Dozens of men complained that they didn't come to the meetings only to have their cards stamped, but they wanted to participate in the running of the organization.

"I've never missed a meeting when I've been on the beach in the past five years," growled one old-timer, "and I don't intend to start now." (He got into the meeting).

New York and District officials took immediate steps to correct this situation which denies full

(Continued on Page 4)

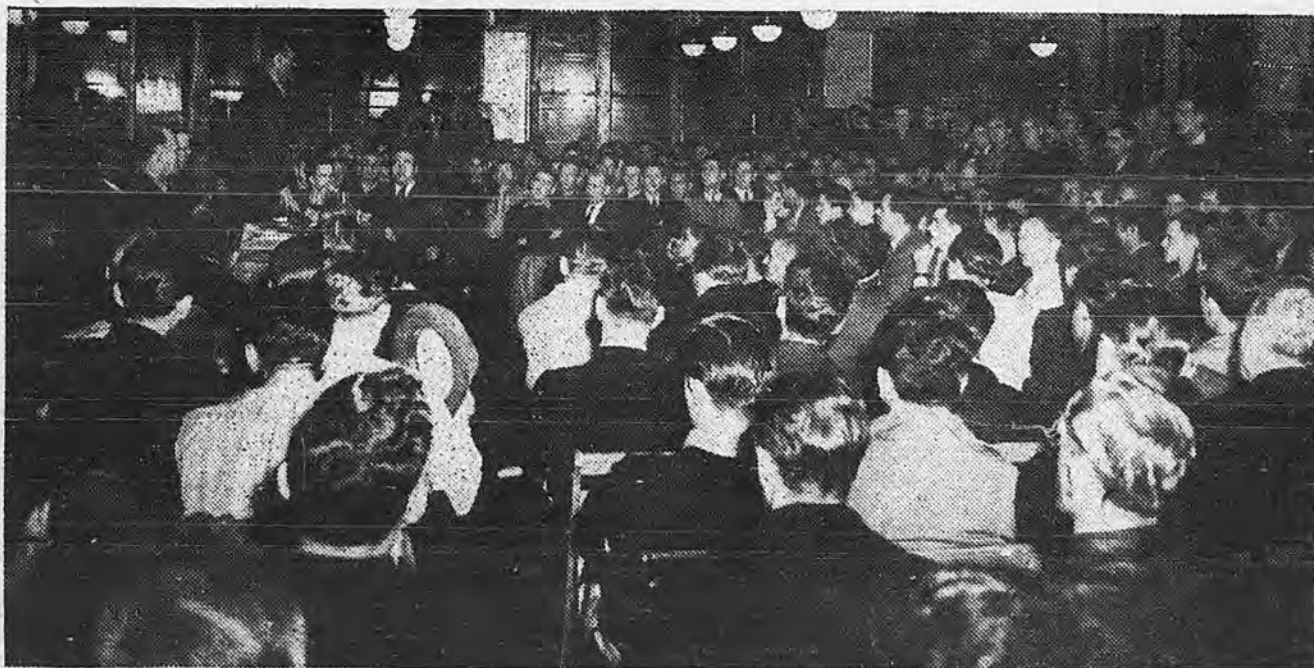
Larger Hall Hired For New York Meeting

The next membership meeting held in New York (Wednesday, Feb. 28) will be at Webster Hall. This Hall will be used for the meetings every other Wednesday until further notice.

Webster Hall is located at 119 East 11th Street, between 3rd and 4th Aves. Take either the BMT or the East Side IRT subways to 14th Street, then walk 3 blocks south.

Remember, meetings in all ports are now held every other Wednesday evening at 7.

Part Of The Record Crowd



Here is part of the crowd which jammed the third floor meeting hall in New York last week. Besides those seen in this picture, 300 men were on the second deck waiting to get into the meeting in case anyone left . . . but no one did.

Future meetings in New York will be held in Webster Hall, every other Wednesday evening at 7.

SEAFARERS LOG

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AFL To Open "Service Bureau" In New York

(Continued from Page 1)

family problems of a health and welfare nature.

"If all of the AF of L unions established Welfare Committees and did an efficient job, we would have a picture of 600 to 700 unions in New York City trying to learn about the available services in the city and endeavoring to establish effective contact with all agencies operating in each field. The effectiveness of so many unions operating independently would be measurably reduced.

"Such duplication of time, money and effort of each individual union could be eliminated by a central service bureau equipped to serve all unions in Greater New York City.

"A cursory examination, of health and welfare services in New York City indicates that there are over 1,100 agencies in this field and that these are, broadly speaking, equipped to handle the following types of problems:

"I. Health—

Hospital and convalescent care.
Cancer, tuberculosis, and heart ailments.
Physically handicapped.
Mental hygiene.
Others.

"II. Care of the Aged.

"III. Children's Services—

Camps — Health Services —
Temporary Shelters.
Day Nurseries — After school programs.
Placement of children outside their homes.

Delinquency.

"IV. Family Welfare Services.

"V. Legal Aid.

"VI. Assistance to the Foreign Born.

"VII. Public Assistance.

"A central service bureau which is known to and used by all of the AF of L unions in New York City, can help them meet such problems of their members by placing them in contact with the appropriate agencies.

"One of the great problems which we will be facing in the near future will be the accommodation of demobilized veterans of which two groups are of particular interest to unions:

Veterans who are already union members.

Prospective union members.

"It is important to note that the AF of L in New York City, with its 750,000 members, represents the interests of approximately 300,000 to 500,000 families with an estimated population of one and one-half to two million people, or about one-quarter of the total population. We can, consequently, assume that one-fourth of the veterans returning will either be AF of L members or will come from families of AF of L members. The AF of L in New York City has a definite responsibility to these veterans and should be in a position to render services to them.

"Veterans services offered by the Veterans Service Center, established by the War Manpower Commission, include:

"The protection of veterans' rights as devised by law under

"Transfusion? — Free!"



—Justice

SATIRE IN RHYME

As head of the division of provision for revision
Was a man of prompt decision, Merton Quick
Ph. D. in calisthenics, PDQ in pathogenics,
He had just the proper background for the work.

From the pastoral aroma of Aloha, Oklahoma,
With a pittance of a salary in hand,
His acceptance had been wheedled, even aided and abetted,
By emolument that nettled some ten grand.

So with energy ecstatic this fanatic left his attic,
And hastened on to Washington, D. C.,
Where with verve and vim and vigor he went hunting for
the negro
In the woodpile of the WPB.

After months of patient process Merton's spicular proboscis
Had unearthed a reprehensible hiatus,
In reply by Blair and Blair to the thirteenth questionnaire
In connection with their inventory status.

They had written, "Your directive when effective was
defective

In its ultimate objective, and what's more,
Neolithic hieroglyphic is, to us, much more specific
Than the drivel you keep dumping at our door."

This sacrilege discovered, Merton fainted, but recovered
Sufficiently to write, "We are convinced
That sabotage is camouflaged behind perverted persiflage;
Expect me on the 22nd inst."

But first he sent a checker, and then a checker's checker;
Still nothing was disclosed as being wrong,
So a checker's checker checker came to check the
checker's checker

And the process was laborious and long.
Then followed a procession of the follow-up profession,
Through the records of the firm of Blair and Blair;
From breakfast until supper some new super-follow-upper
Tore his hair because of Merton's questionnaire.

The file is closed, completed, though our hero, undefeated,
Carries on in some department as before,
But victory is in sight, not because of, but in spite
Of Merton's mighty efforts in the war.

—author unknown

From The Assistant Sec'y-Treas.

By LOUIS GOFFIN

This is my first report and in the future I will try to have a weekly report for the Seafarers Log, concerning the activities of this office. Due to the fact that I have only been at this job a couple of weeks getting acquainted with the ways and means of operating, I've been a little slow in getting out a report, but now I'm getting the hang of things and I'm sure that I will have this office running on a smooth, business basis.

This job has been out of existence for a number of years and it needs to be built up. With the co-operation of the membership, I'm sure this can be done. I'm sure that the officials of the union will co-operate in helping me shape up this job.

I received a couple of beefs from Baltimore off of a Calmar ship, the SS William Pepper. These beefs concerned all hands on deck and the three oilers. The sailors had a beef regarding security watches which were stood in Russia; the oilers beef was in regards to carpenter work in the engine room on day work. After contacting the company on these beefs, I was told that the ship was here in New York and that the company would contact the Chief Engineer and the Chief Mate to verify if this work was done.

The Chief Engineer claimed that the oilers worked thirty-two hours, figuring at the rate of adding each fifteen minutes worked as a full hour. Explaining wasn't necessary, as the company was only interested in whether the men worked or not, and so they agreed to pay the full amount that the oilers claimed. The Chief Mate claimed that the men didn't stand their watch on deck at all hours of the night. His claim was that he only ordered one man on deck at various times. Well, we convinced him that when a man was on deck during a security watch he was entitled to overtime in addition to his regular \$6 rate. The beef was settled on this basis. All this money can be collected at Calmar, 44 Whitehall St., N.Y.C.

Since Brother Michelet is now Agent in New Orleans, we have a new food handler in the person of Brother Shuleh. Needless to say, he has the experience, having been Chief Cook for Admiral Dewey at the Battle of Manila. He was serving coffee to the Admiral when Dewey made his famous saying: "Fire when ready Gridley."

Honor Roll

SS Francis Walker	6.00
SS J. Parker	6.00
E. W. Manz	5.00
I. Truelove	4.00
E. Harris	4.00
E. Page	3.00
H. S. Clarry	2.00
L. Begajowski	2.00
P. Rasmussen	2.00

the Selective Service Act and the GI Bill of Rights.

"Helping to solve the personal problems of veterans by referring them to the proper public or private health and welfare agencies.

"Helping them to get back

their old jobs or find new jobs.

"The AF of L Service Bureau can help AF of L unions, their members and veterans, who seek to get back their old jobs in trades organized by unions or who wish to enter a trade organized by the AF of L.

PHILADELPHIA

Well, here we go again, doing business at the same old place as usual. Buck Newman has departed from our midst and has gone back to the city of opportunity to once again recoupe his somewhat sadly depleted bankroll. The boys will miss you Buck, but keep up the good work.

The ridge runners are all going to ship on the same ship. Well that is one ship on its return that will be in order.

There is quite some talk about a building here but as yet I have only seen one of the committee that is trying to function. What's the matter committee? Let's get going before we get put out of our home.

We had the SS Charles Hull of the Alcoa in last week, and to say the least that was the prize crew. The Boatwine, P. R. Haring, T-C No. 24708, had the school kids on that ship allhipped up that \$44.00 was too much to join the union. But the real joker behind the whole thing was the Turd Mate. It seemed that this bird from all indications was a former NMU stiff and he sure sprinkled the good old Gospel to the boys. He became violent and attacked our esteemed patrolman who in turn gave a splendid performance which was enjoyed by all but the Mate. The final upshot of the whole thing was that the Company, after asking for an explanation from the union, removed the somewhat bruised and indignant Mate from the ship.

We have been having some difficulties with the Dole Dishing department of the United Seaman's Service. It seems that some smart GEE in their New York office sought by some unseen power to get the officials of the SIU to recognize their setup. When one of our members went to them for a loan he was told that he could not get a loan unless his Port Agent signed a slip stating that he was upright. Well, this the union official could not do as we had already gone on record to have nothing to do with this outfit officially. So naturally when the man was turned down for a loan on this account you can readily see that this in time would cause a lot of dissension. I believe that this was the real motive for the USS; to force the SIU to recognize their setup.

Well, we by-passed that one and we threatened to expose the USS to the Central Labor Union, State Federation of Labor, and to the American Federation of Labor in Washington itself. We also stated that the Community Chest here in Philly would be notified of the manner that they were dispersing the funds that was so graciously given to them from the citizens of the City of Brotherly Love. Low and behold, within the hour, Captain Mathaisen, who is Chairman of the USS here in Philly, called me and stated that temporarily he would instruct his agent here to advance loans to the members of the SIU without a referral slip. However, before this became the policy of his International office he said, he would have to take it up with the board of directors in New York at the next regular meeting. So far so good.

We are having quite a lot of trouble with last minute replace-

WHAT'S DOING

Around the Ports

ments. It seems that on some of these ships the officers give the members that made the last trip time off. Then they wait till the ship is ready to sail and when these birds that were on last trip don't show up, they call the union and put the pressure on us. The trouble is that in most cases these ratings are AB, Deck Eng., Chief Cook, or Oilers. I think that it would be in order to contact the steamship companies and inform them of this evil and maybe we can eliminate these headaches.

HARRY COLLINS, Agent

SAVANNAH

Shipping picked up some around this port last week. Had a West Coast ship for Atlantic & Pacific in for a pay-off and everything was settled to the satisfaction of the crew at pay-off time. Placed a full deck crew aboard her. Also had a new Liberty for American-Range out from here last week, which took a full crew.

Looks as if things might be slow around this port for a while as there is nothing scheduled to come out around here anytime in the near future and don't know of anything that might be coming in.

Have quite a few men registered at the present time especially in the black-gang.

CHARLES WAID, Agent

NEW ORLEANS

Things are relatively quiet here this week. We had three ships paying off and two signed on.

Most of our activity was confined to settling port side beefs while ships were loading.

We made all the ships in the harbor to put Union literature aboard and to tell the boys that Feb. 13th was Mardi Gras and they get overtime for this day as the longshoremen were getting overtime. But unfortunately the Moran agreement only calls for holidays enjoyed by the longshoremen while in Continental West Coast Ports, so the boys worked for Jesus that day.

We expect another quiet week this coming one as we only have two scheduled arrivals. But we expect a new Liberty out of Delta yard for Waterman soon. This is the last one the SIU will get out of this yard as their contracts to build Liberties are finished.

We have an SUP ship in paying off today. She is a mule ship and all the Deck Dept. had to wear hats while the ship was being discharged to avoid being discharged with the cargo.

Bro. Masterson, the new Joint Patrolman, arrived during the week and went right to work hitting the front. His first ship was a mule ship. Nice place for an ex-Deck Eng. eh what?

Your correspondent will be leaving at the end of this week and I would like at this time to thank all the Brothers for their

co-operation during the time I have been in this port.

Good sailing Brothers,

LeROY CLARKE,
Patrolman

BALTIMORE

Business was slightly off during the past week but is due for a pickup most any day. The Victory ship launching schedule has fallen behind considerably but the occasional one that does go into service is enough to ease up the beach lists which show a tendency to pile up at the least excuse these days.

Quite a few men have been reporting from shore jobs and the backwoods saying that they had heard the WSA's plea for merchant seamen over the radio and there is considerable griping when they find out that we can't take them until the beach lists ease up. It's peculiar how many men decide to be patriotic and return to sea just at the time the draft boards decide to tighten up and start reclassifying.

Hair mattresses on the Victory ships is a prime beef in this port at present. The WSA headman here says he can't do anything about them until the ship has made a trip. Apparently, one of our "patriotic" businessmen cornered the burro and packass hair supply and is peddling it back to Mr. Whiskers via the usual political priority channels and at priority prices of course. Probably the Government can't cancel or is afraid to and that's where your twenty percent deduction goes boys—that's where it goes.

We've been doing good work down this way exploding the bubble about those fabulous wages the merchant seaman is supposed to get. As a result a bill has been introduced into the Maryland legislature providing the same income tax exemptions for merchant seamen as those allowed the men in the military services. If this bill should become law, and we've no doubt that it will, the Maryland lawmakers will forward a joint resolution to Congress requesting that they do the same in regards to the Federal Income Tax Law.

Calmar Line and Waterman have been letting go some of their old ones on the Russian market recently but they will be replaced by Victories or C-types. Some of the older Liberties are beginning to show signs of wear and tear and we look for a lot of lend-lease sales of these ships within the next few months.

The WSA is still training a lot of men but most of them will end up in the Army if the war in Europe should end abruptly and that's the way it will end. Attempts are being made in Baltimore to get a U.S. Public Health Medical Admittance Office going but there's opposition from local alleged medicos who have been making a good thing out of the medical examination for too long. Union pressure could breakdown that barrier but we're all from

Missouri these days and we'd like to see the USPH set-up planned the way it ought to be before we start backing it up. Right now we're fixing up the Baltimore Hall a little so the members can be comfortable and can spend a congenial hour or so with shipmates without recourse to the near-by gyp joint.

WILLIAM MCKAY, Agent

NEW YORK

This port did a normal business last week with 34 pay-offs and 29 sign ons. There were 691 shipped in all departments and 712 registered. The hall is still crowded and the only trip card men shipped were on Waterman and Calmar ships.

The SS Marine Dragon is back in port with plenty of beefs. That was to be expected as she is our first C-4 and it will take a trip or two to square it away. Her manning scale is the main issue and is being worked on now.

The SS Hibbon of the Overlakes Freighting Corporation brought in the prize beef. Most every member of the Steward Dept. had worked in every rating and finally the Deck Engineer was put in as Chief Cook. The Skipper was a weakling without enough guts to run his ship and it seems as if the gunnery Ensign took over the ship.

The SS Monroe of the Bull Line renewed the beef of reduced Stewards Department. It seems that when some of these ships take men out of the Gun Crew the company thinks that they have the authority to reduce the Stewards Dept. as they see fit. But there is still an agreement by which they have to abide. And speaking of abiding by agreements, there are a few things of which our membership should be reminded. We are shipped for the purpose of reporting to a ship, working while aboard, and not getting off as soon as it hits the dock.

The Eastern SS Company has agreed that the 4 to 8 watch shall relieve itself for supper. That is the company with whom we have an agreement to come across, so we are batting a hundred percent on that score now.

Skeleton Crew Beef of the SS Banvard was settled Saturday. All men who returned on her have 1 hours each per day for each day on her return.

It is to every member's advantage to get his beefs settled at the point of production and to get his money before he leaves the ship.

There was a messman in the other day who was telling of a trip that he made with Frenchy Michelet. For some reason, the crew hadn't been squawking too much about the food, so Frenchy had hopes of making another trip. Just before the ship got in, Frenchy called the messboy in and asked:

"Has the crew been squawking? What do they say about the food?"

The messboy said, "No, we have a very religious crew. They all quote the Bible every time they come in for chow. They all stand and look over the table and say, Hebrews, 13-8."

Frenchy, being encouraged, borrowed a Bible from the Skipper—opened it at Hebrews, 13-8 and read: "Jesus Christ, the same yesterday, today and forever."

J. P. SHULER, Patrolman

BOSTON

Several weeks ago I was asked by Brother Pat McHugh, Sec'y-Treas., Fishermen's Union, if I would sit as a panel member for labor, on a case involving the Fishermen's Union. I agreed and after five meetings the Industry member and the Public member voted for the boat-owners. I, of course, voted for the fishermen and then drew up a minority report and presented the report to the NLRB.

I just received a letter from the NLRB informing me that they have upheld the minority report and therefore have ruled in favor of the Fishermen.

Last week we received a call for blood donors as the mother of one of our members was in the hospital and needed a blood transfusion. We put a notice on the board and the following brothers volunteered and gave a pint of blood:

Neil J. Haskins, Charles T. Mills, Roland E. Colmer, Anthony J. Novicki, Lawrence Johnson.

We have been very busy with Coast Guard cases and I am happy to report that all four cases were dismissed. A few more months of this work and I will be ready to hang out my shingle.

We have a few beefs pending with the Eastern and I hope to get these cleared away shortly.

Nothing more of importance to report so will close with best wishes.

JOHN MOGAN, Agent

GALVESTON

Shipping and business in this port has been good for the past two weeks with three new ships coming out of Houston and a South Atlantic ship the SS Mary M. Dodge paying off here Feb. 13. This ship paid off clean, no beefs. Had one case for the Coast Guard. Bro. Sweeny handled the case and was successful in holding the man's papers for him. This ship was one of the cleanest ships that I have seen in some time.

We will have 3 new Liberty ships the 1st of the month, the SS Clifford E. Ashley for the Bull Line will be delivered about the 25th and the SS Chas. H. Lanan for the American Liberty Lines about Feb. 27th. There is also a SUP ship for Luckenbach after that.

D. STONE, Agent



Ports Of Aden And Colombo To Get Merchant Seamen's Clubs

The opening of United Seamen's Service clubs for American merchant seamen at Aden, on the Gulf of Aden, and at Colombo, Ceylon, was announced Saturday, February 17, by Douglas P. Falconer, executive director of the Service.

The Aden club consists of two buildings erected for the USS by the army, he said. The roofs are lined with straw matting to ward off the terrific heat of the region. The main building contains a snack bar, dining room, kitchen and recreation lounge. The second building affords sleeping accommodations for 50 seamen. Nearby, through arrangement with the British, the seamen may use tennis courts, a swimming pool and a rugby field.

In Colombo, Mr. Falconer said, USS is taking over one of two large facilities formerly operated by the Red Cross. He added that a USS overseas representative is now studying the need for a club at Bombay, India. USS already has a club at Calcutta.

Mr. Falconer also announced the removal of the USS club at Leghorn, Italy from 3 Via Benedetto Brin to a more favorable location at 2 Corso Amedeo where an historic villa named "The Gold Leaf Palace" has been

made available by Robert Bossio, the present owner. Built in 1872 by the celebrated architect Leonardo Corsini, it mixes neo-classic with Greek oriental design and is considered the finest villa in all Tuscany. Now seamen rest and dine during shore leave

among the works of the celebrated painter Bruschi, whose frescoes adorn the walls and ceilings of the many richly decorated rooms. The ballroom is a hall of mirrors, paneled with gold leaf and illuminated by bronze and crystal chandeliers.

No Agreement On Lewis



Return of the United Mine Workers to the AFL has been held up by the AFL executive council pending John L. Lewis' withdrawal of his demands for a seat on the council. Shown above, in happy mood, are leaders of the Progressive Mine Workers (AFL) who oppose Lewis' return to the Federation. (Left to right) Felix Goodnick, PMW executive board member; President John Marchiando and Attorney C. C. Dreman. (Federated Picture)

Money Due

SS FINLEY

Voyage No. 2

Joseph Czaplak, FWT, 16 hrs; H. W. Austin, Oiler, 35 hrs. Collect at Overlakes Freight Corp. office, New York.

I. Weinstein, Dk. Engineer, 30 hrs; R. A. Webber, Oiler, 51 hrs; S. LaCorte, FWT, 21 hrs; J. T. Manfredi, Oiler, 23 hrs; W. Vanicky, FWT, 33 hrs. Collect at Overlakes Freight Corp. office, New York.

SS FINLEY

Voyage No. 3

Joseph Czaplak, FWT, 1 day's pay, 2 hrs. overtime; H. W. Austin, Oiler, 1 day's pay, 8 hrs. overtime. Collect at Overlakes Freight Corp. office, New York.

Keep A "Log" In Your Pocket



SS SHICKSHINNY

Byron Jones, 17 hrs; D. Gardiner, 17 hrs. Collect at South Atlantic SS Company office, 17 Battery Place, New York.

SS A. DOBBS

J. Malazinsky, 2 hrs; G. L. Newman, 5½ hrs; F. Gray, 1 hr; P. P. Souza, 3 hrs; J. Gurganus, 1 hr; M. Franciose, 3 hrs; F. J. Stanton, 2 hrs; M. L. Johnson, 2 hrs; E. H. Wilcox, 10 hrs; S. Kuleza, 14 hrs; R. Sjoberg, 76 hrs; W. Wenzel, 16 hrs; F. N. Pokers, 3 hrs. Collect at Calmar SS Company office, New York.

SS W. N. FERRIS

R. Patterson, Dk. Maint., 6 hrs; J. Buzbee, Oiler, 12 hrs; R. Hewitt, AB, 1 hr; H. Winters, Oiler, 2 hrs; J. Kuzma, Dk. Eng., 2 hrs; J. Graborioiecki, AB, 1 hr; G. Santos, AB, 2 hrs; D. Frederickson, AB, 2 hrs. Collect at Calmar SS Company office, New York.

SS W. N. FERRIS

Four weeks linen money due members of the Stewards Dept. 22 meals to be divided between 2nd Cook and messman. Collect at Calmar SS Company office, New York.

SS CARLOS W. FINLAY

Kook, 57½ hrs., \$54.60; Mauser, 33½ hrs., \$30.15; Ferrara, 10½ hrs., \$9.45; Nevola, 9½ hrs., \$8.55; Gustavson, 3½ hrs., \$3.15; Moore, 7 hrs., \$6.36; Lazor, 7½ hrs., \$6.75; Thimble, 11½ hrs., \$10.35; Hill, 11 hrs., \$9.90; West, 9½ hrs., \$8.55; Ebanks, 10½ hrs., \$9.45. Collect at Overlakes Freight Corp. office, New York.

SS CARLOS J. FINLAY

A. Ferrara, Bos'n., 3 hrs; Nevola, Deck Maint. 2 hrs. Collect at Overlakes Freight Corp. office, New York.

SS E. WHELOCK

Voyage No. 7—Paid off in Wilmington, N. C.

John Balnes, Bos'n; Peter Gelaty, AB; John Graham, AB; Ed Zakiewicz, AB. Collect lodging money at Calmar SS office, New York.

SS WM. G. LEE

Sheridan, 9 hrs. Collect at South Atlantic SS Company office, New York.

SS WHELOCK

E. Jurgen, Oiler, 13½ hrs; P. Malinkas, Oiler, 22 hrs. Collect at Calmar SS Co. office, New York.

SS ROBERT FECHNER

B. Stagg contact South Atlantic SS Co. office, New York, to collect overtime for relieving for dinner.

SS PAN YORK

Carl Olsen, 12 hrs; F. Dam, 16 hrs; F. A. Marshall, 1 hr; E. R. Weber, 1 hr. Collect Waterman office in New Orleans.

SS MEYER LISSINER

F. W. Brandenburg, 8 hrs. and \$4 boat fare. Collect at Waterman office, Norfolk.

SS T. J. JACKSON

A. Schultz, 9 hrs. Collect at Mississippi office, New Orleans.



By "FRENCHY" MICHELET

This is New Orleans in carnival time . . . Mardi Gras . . . "The City that Care Forgot." Stuff like that may sound swell in Chamber of Commerce folders, but we local yokels know it ain't so. Care, brothers, is comfortably domiciled at the local SIU hall. He's here, bag-and-baggage and apparently plans to remain for the season. In other words, brother Michelet has his troubles. He can no longer say, "See the Agent." That dog don't hunt no mo', 'bo.

There are 3 mule ships in this port . . . three of 'em. What earthly use people can have for so damn many mules is more than we can figure out. And to trot all three of 'em in here the very first week that we take over the port is to add insult to injury. Maybe this man Roosevelt thinks he's got trouble runnin' this country with so many people mad at us, but he should try runnin' this office with three mule scows in port if he really wants to know what trouble is.

It's good to get our feet under Mother's table again after all these years. We like everything about living at home again except those damn weeping-Annie radio serials that are prime favorites with the female element at home. How the hell anybody can work up any enthusiasm for the stilted dialogue the characters in these soap operas use is beyond our poor understanding. We are trying to type this and not listen to some dame named Linda. Linda blew her cork a few minutes ago. "How dare you," she just told the wolf what's trying the old badger game. People don't talk like that where we come from. Every time a broad gets indignant with us it's, "Take your hand off my leg, you dope."

There's a number of old-timers in port—Huff, Cabrera, Witutski, Gagliano, Chappell and "Pop" Rothers, a real old-time belly-robber. "Pop" was sailing steward even before Shuler bought his last suit of clothes, which should make him about the most experienced man in the Gulf.

A number of brothers have written to ask us to give a few pork recipes. Here are two:

Take a fresh ham, remove the skin, (save for rendering) bone it and tie it securely for easy cutting. Mash a few pieces of garlic and stuff it into the meat along with a few quartered onion. Mix together salt, pepper, a tiny pinch of ground cloves and a little thyme. Now rub the meat well with the mixture. Crack the

bones with a cleaver and put the meat and bones into a hot oven in a covered pan. Let roast dry for 15 minutes, then pour off the grease, add a little water, squeeze over the meat the juice of 3 lemons, throw in the skins and one bay leaf and roast 'til tender, and be sure you cook plenty.

Here's ham what am: Put a large smoked ham into a pot of cold water. Season with the juice and skins of 3 lemons, a few whole cloves, 3 bay leaves, a pinch of thyme and three raw onions, simmer for three hours. Let cool in the liquid and remove (this should be done the day before the ham is baked). Reserve the liquid. Remove the skin, bone and tie. Now make a paste of about ½ pound of brown sugar and a few spoons of dry mustard moistened with the stock. Smear it over the top of the ham, dot it with whole cloves, put it into a baking pan along with a few pints of the stock and bake for about an hour and a half or until done, basting frequently.

Things are rather quiet here as far as shipping is concerned. Brothers Bales and Thomas came to our rescue yesterday and took a few men off beach here for jobs in Mobile. Between us all we managed to persuade the operator involved to go for transportation. We hope to do this more often, because, as these Mobile officials pointed out, we simply have to start making a real effort to keep the trip cards down to a minimum.

Record Attendance For 1st New York Bi-Monthly Meet

(Continued from Page 1)

union democracy to those men unable to crowd into a meeting. Brothers Hawk and Goffin hired Webster Hall for the meeting next week, and for every other week which promises to produce large attendance.

From now on there will be seats and elbow room for all members at every meeting. And if the union continues to grow, we'll even hire Madison Square Garden.

Personals

Will the holder of receipt No. 75382 please see J. Algina, New York patrolman.