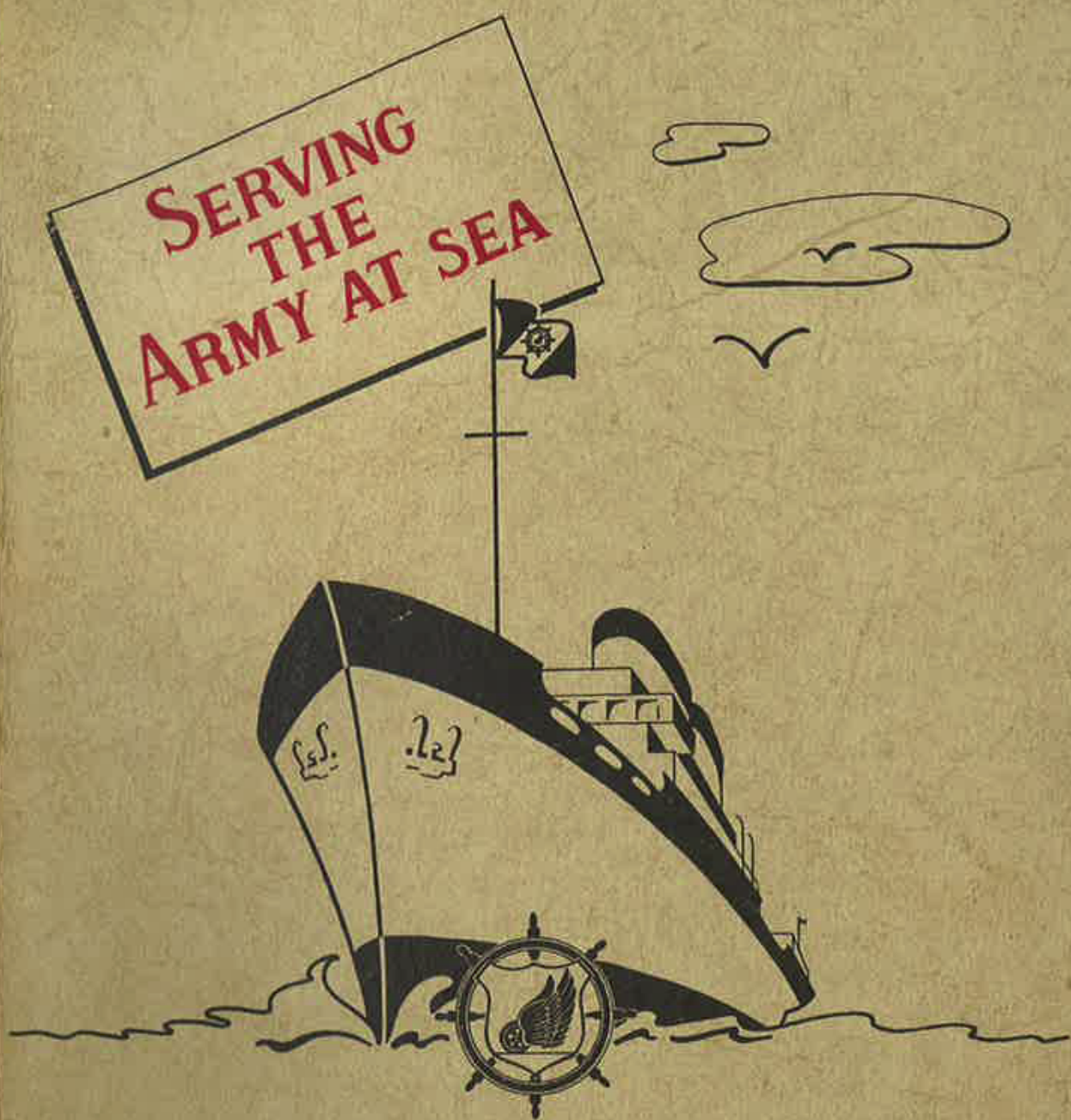


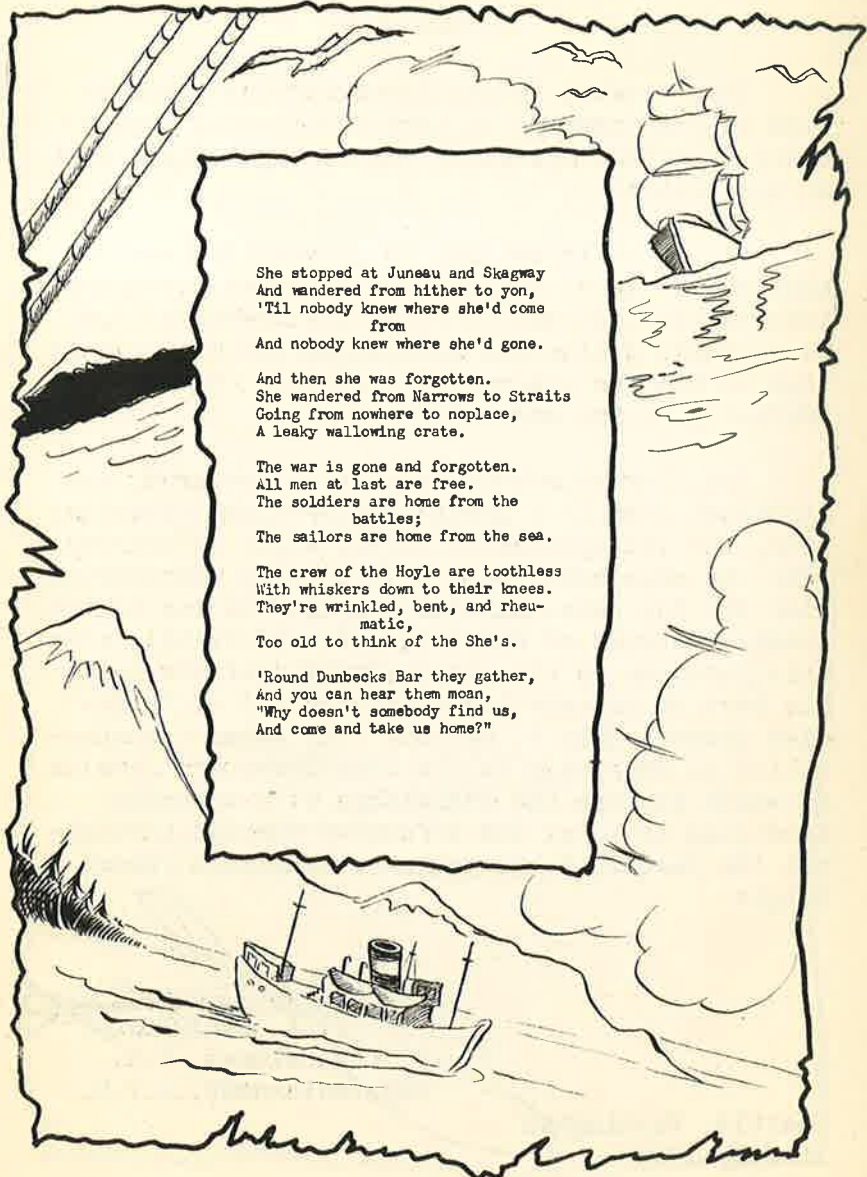
SERVING  
THE  
ARMY AT SEA



TRANSPORTATION CORPS

SEATTLE PORT OF EMBARKATION

ARMY TRANSPORT SERVICE



She stopped at Juneau and Skagway  
And wandered from hither to yon,  
'Til nobody knew where she'd come  
from  
And nobody knew where she'd gone.

And then she was forgotten.  
She wandered from Narrows to Straits  
Going from nowhere to noplac,  
A leaky wallowing crate.

The war is gone and forgotten.  
All men at last are free.  
The soldiers are home from the  
battles;  
The sailors are home from the sea.

The crew of the Hoyle are toothless  
With whiskers down to their knees.  
They're wrinkled, bent, and rheu-  
matic,  
Too old to think of the She's.

'Round Dunbecks Bar they gather,  
And you can hear them moan,  
"Why doesn't somebody find us,  
And come and take us home?"

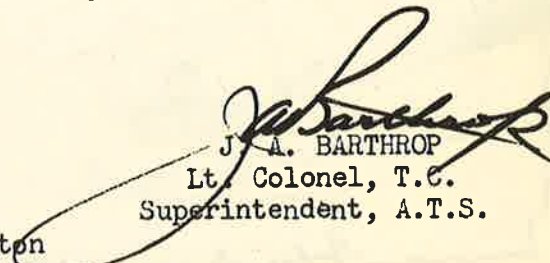


## FOREWORD

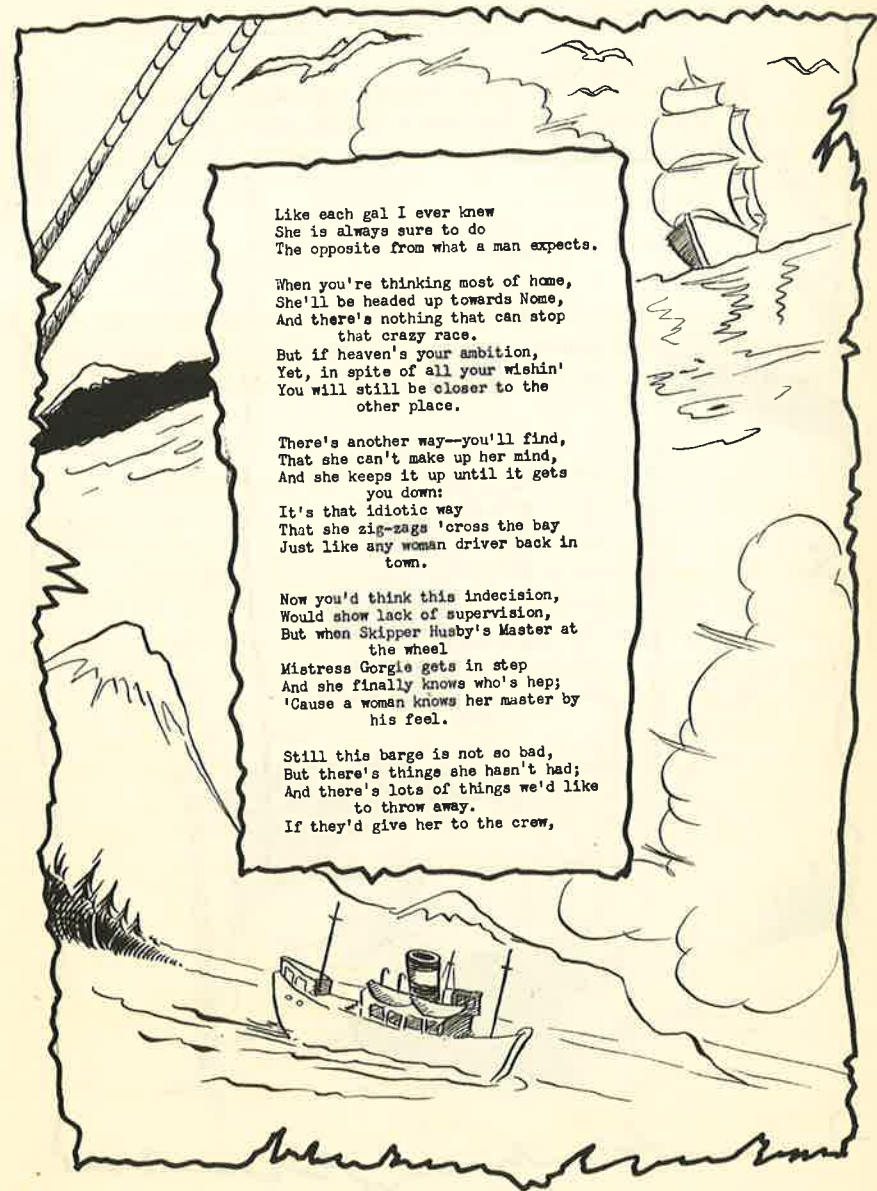
This booklet is published for the information of crew members on Army Transports, harbor boats, and tugs operating out of the Seattle Port of Embarkation.

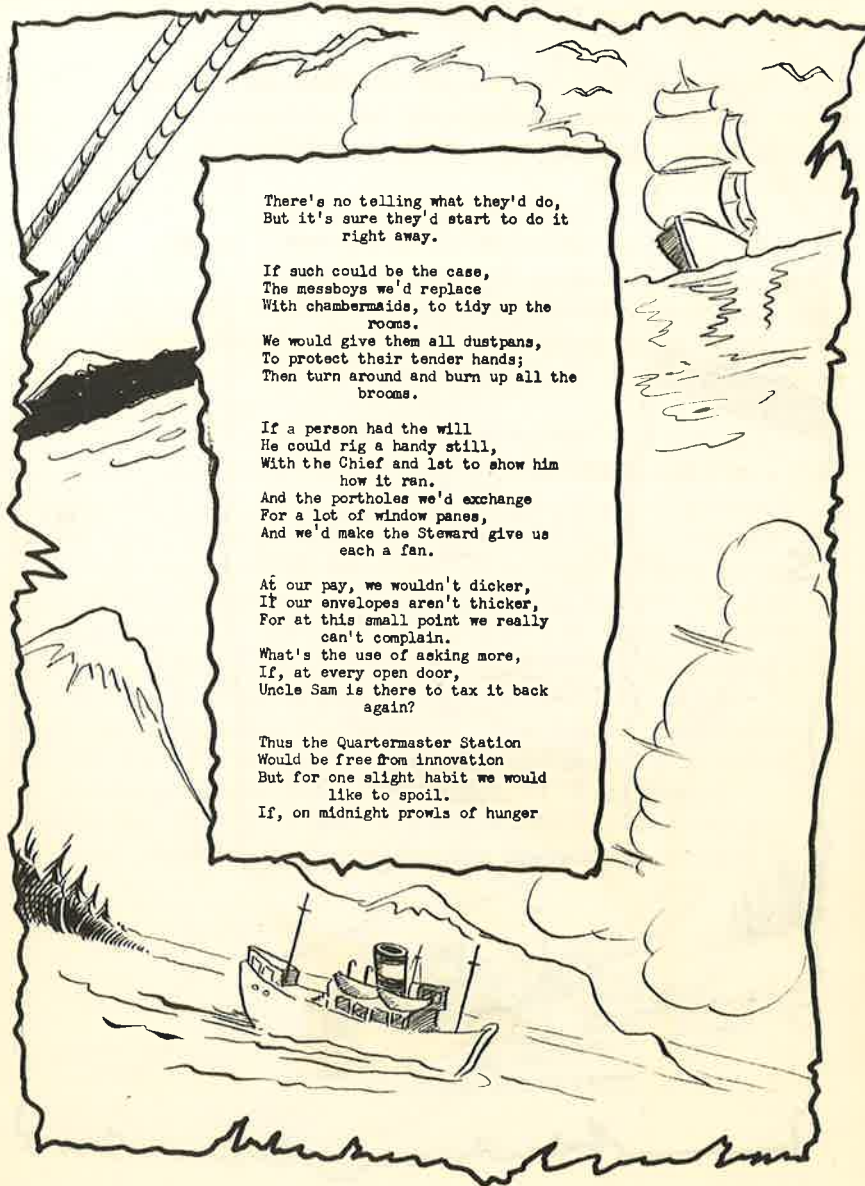
It is the intention, in presenting this booklet, to make available to seagoing personnel information that will prevent misunderstandings as to their duties and privileges and thus enable them to improve the valuable service they are rendering in the war effort.

You, for whom this booklet is prepared, are important cogs in a great and far-flung organization, the Transportation Corps, which is charged with the monumental task of providing transportation for the personnel and supplies of one of the greatest armies of all time. In the Seattle area this function is the responsibility of the Seattle Port of Embarkation under command of Brigadier General Eley P. Denson. The water transportation is entrusted to the Army Transport Service in which you are the inheritors of a splendid tradition of loyal and effective service throughout the years. It is yours to keep that record bright.

  
J. A. BARTHROP  
Lt. Colonel, T.C.  
Superintendent, A.T.S.

Seattle, Washington  
16 July 1943





There's no telling what they'd do,  
But it's sure they'd start to do it  
right away.

If such could be the case,  
The messboys we'd replace  
With chambermaids, to tidy up the  
rooms.  
We would give them all dustpans,  
To protect their tender hands;  
Then turn around and burn up all the  
brooms.

If a person had the will  
He could rig a handy still,  
With the Chief and let to show him  
how it ran.  
And the portholes we'd exchange  
For a lot of window panes,  
And we'd make the Steward give us  
each a fan.

At our pay, we wouldn't dicker,  
If our envelopes aren't thicker,  
For at this small point we really  
can't complain.  
What's the use of asking more,  
If, at every open door,  
Uncle Sam is there to tax it back  
again?

Thus the Quartermaster Station  
Would be free from innovation  
But for one slight habit we would  
like to spoil.  
If, on midnight prowls of hunger

breathe or walk normally again after the scare  
we got from that bit of advice.)

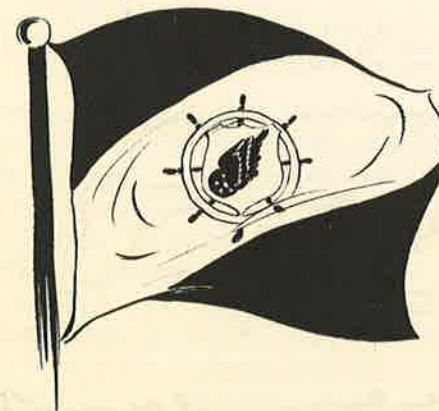
This has been quite an experience for us.  
We've learned some things we never heard of  
before, and cleared up quite a few things that  
had us wondering.

We hope it will help answer your ques-  
tions about the Army Transport Service as they  
come up from time to time, and that it will  
save some of you from troubles you might other-  
wise have had.

Here's to a good voyage, a safe return,  
and a speedy victory.

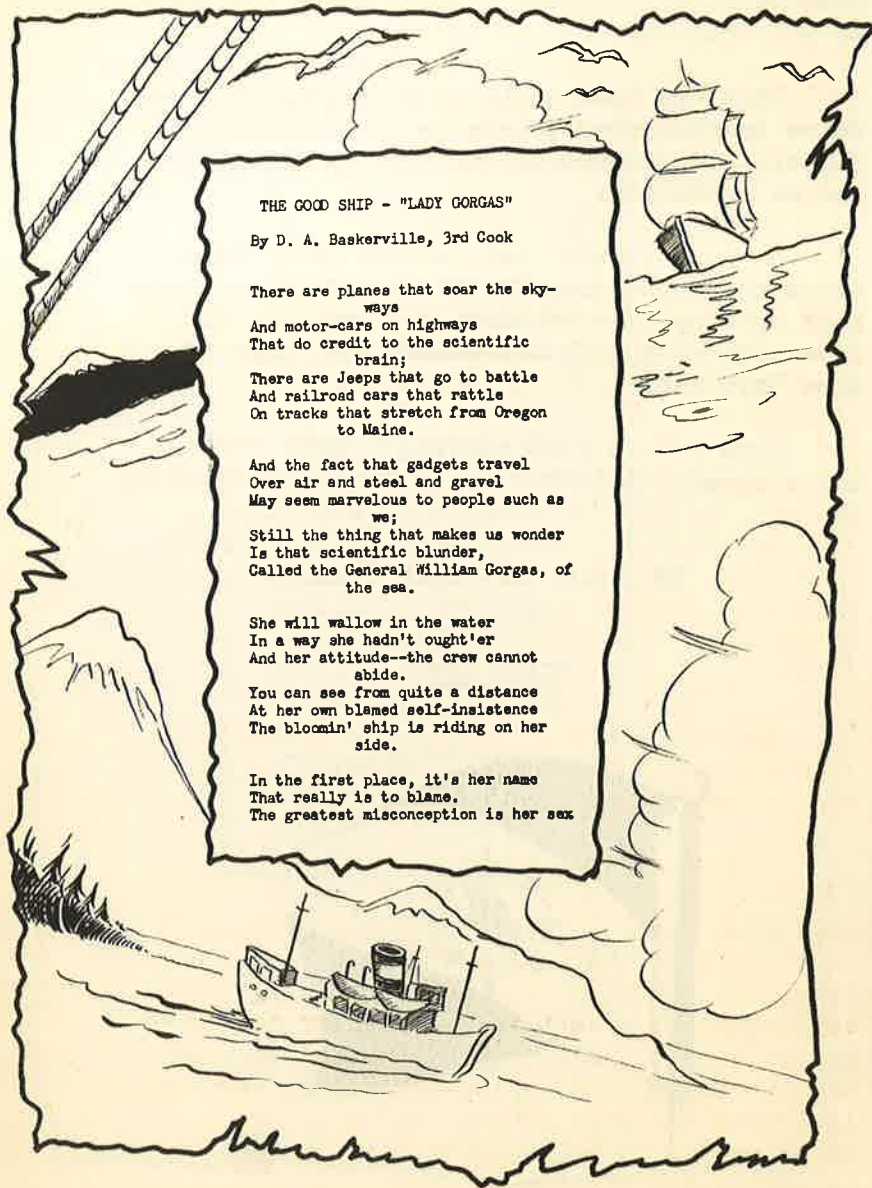
BE A GOOD CIVILIAN SOLDIER

"CAST OFF"



J.B.





THE GOOD SHIP - "LADY GORGAS"

By D. A. Baskerville, 3rd Cook

There are planes that soar the sky-  
ways  
And motor-cars on highways  
That do credit to the scientific  
brain;  
There are Jeeps that go to battle  
And railroad cars that rattle  
On tracks that stretch from Oregon  
to Maine.

And the fact that gadgets travel  
Over air and steel and gravel  
May seem marvelous to people such as  
we;  
Still the thing that makes us wonder  
Is that scientific blunder,  
Called the General William Gorgas, of  
the sea.

She will wallow in the water  
In a way she hadn't ought'er  
And her attitude--the crew cannot  
abide.  
You can see from quite a distance  
At her own blamed self-insistence  
The bloomin' ship is riding on her  
side.

In the first place, it's her name  
That really is to blame.  
The greatest misconception is her sex.

types of crimes that are played up in the newspapers, such as murders, larceny, assault, and so forth. There are some laws that become particularly important in war time, such as sedition. This means exciting discontent against the government in any group of people, and is punishable by death. Espionage means transmittal to any unauthorized person of information relating to national defense of which we are in possession. An act of espionage is punishable by fine and imprisonment of up to ten years.

**Loose Talk:** This is generally defined as spreading Military information and rumor whether based on fact or not. This probably hits us closer home because we have all been guilty of this at one time or another. This comes under the Espionage law we mentioned before.

**Use of cameras:** Seamen are prohibited from taking pictures in the theater of operations, which includes Alaska.

**Uncensored mail:** Don't attempt to do a favor for someone by bringing uncensored mail back from Alaska. Any person bringing or attempting to bring into the United States any letter or other writing or tangible form of communication except in the regular course of the mail is subject upon conviction to fine and imprisonment of up to ten years, and the letter or whatever communication is brought in or attempted to be brought in is subject to seizure and forfeiture.

And this is our duty as United States citizens, although it may be pretty hard when the time comes: We are required by law to bring to the attention of the proper authorities--in our case, the Master of our ship--any information we may have concerning sabotage, subversive activity, sedition, mutiny, or espionage aboard ship or elsewhere in the war zone. Sabotage is a word of many meanings. It may not always come in the form of a spectacular fire or explosion. For example, a deliberate and persistent refusal by seamen to perform their duties in making their ship ready for departure from port is considered revolt or mutiny which is a form of sabotage.

We didn't like to be told we'd be punished if we didn't abide by the rules and regulations, because as a general thing we try to co-operate and keep out of trouble. Nevertheless, we were solemnly warned that the Master of our ship was authorized to impose whatever punishment is necessary; that Military and Civil courts may try and convict civilian seamen for more serious offenses and will be called into action where normal disciplinary measures fail; that if we don't play ball, our pay may be forfeited, our Civil Service record permanently tarnished; we may find ourselves on trial before a Military or Civil court with the possibility of fine, imprisonment or even death; that it would be the policy of Army Transport Service officers to help us keep out of trouble and in activities that would bring us recognition for meritorious service. (It was a couple of hours before we could

---

Mrs. J. T. Smith  
1022 Marble St.  
New York, N. Y.

Mr. John T. Smith  
USAT "JAMES B. HOUSTON"  
c/o Postmaster  
San Francisco, Calif.

---

USATS

---

The postmaster of San Francisco has jurisdiction over all mail addressed to vessels operating in this area, and will see that mail is forwarded to the port where our ship may be.

We should address our mail in this way:

---

John T. Smith  
c/o Supt., A.T.S.  
(our Port of Signature)  
OR:  
John T. Smith  
(our home address in USA)

Mrs. J. T. Smith  
1022 Marble St.  
New York, N.Y.

---

This is to avoid revealing to the enemy the movement of our ship, thus protecting our lives, and the lives of other seamen; and the troops and supplies carried by our ship.



"KEEP OUT OF THE HOT WELL"

L A W S A F F E C T I N G S E A M E N None of us has a very clear cut idea as to just which arm of the law we are under while on board ship. We remember a fellow who got off our ship at one of the Alaska Ports. He got his nose wet and straightway got mixed up with the Army, Navy, and Civil police. The A.T.S. seaman is subject to Military law. When we go to sea on an Army Transport ship or a Chartered vessel carrying Army cargo, we are as much a soldier as though we were in uniform. This means we can be investigated, questioned, detained, and arrested by the F. B. I., or Military Police, or any other similar agency, and like a soldier, we can also be tried by a civil court and arrested by civil police.

We are all familiar with the punishable

So they told us that when we write home there were some things we just couldn't make any reference to, and here they are:

1. Details of convoys, their assembly ports, anchorages, or method of routing.
2. Time of departure or arrival of any ship more specific than one week's time. Approximate dates such as "next week," "soon," "about the first of the month," etc., are permissible.
3. Any abnormal assembly or movement of shipping in a particular locality.
4. Movement of particularly large or important vessels.
5. Nature of cargo, except in necessary official shipping documents.
6. Weather conditions and meteorological data other than local as it appears in the press.
7. Any data whatsoever concerning military or naval communications or Intelligence methods or results.
8. Propaganda which is to the detriment of the war efforts of the United States or other United Nations.
9. The location, identity, description, test, performance, production, movement, or prospective movement of defensive or offensive weapons, installation, supplies, reserves, materials, or equipment of military or naval nature of the United States or other United Nations.
10. The military, naval, or diplomatic plans of the United States or other United Nations, or the official plans of any official



thereof.

11. The employment of any naval, military, or civil defense unit of the United States or other United Nations.

12. The effect of enemy operations, or casualties to personnel, or damage to property suffered by the United States or other United Nations.

13. The fact or effect of our military or naval operations against the enemy.

14. The number, description, location, or identity of prisoners of war.

Here's a rule to follow:

If you HEAR it from someone--Don't repeat it.

If you SEE it yourself--Don't repeat it.

But if your READ it in newspapers or magazines or hear it on the radio, then it's public property--and you may talk about it. Of course, you must not repeat information you read in personal letters.

#### "LOWER THE LIFE NETS"

HOW TO ADDRESS MAIL And this is the way our friends and relatives should address mail to us:

for medical clearance before returning to duty.



"DON'T SMOKE THE SKIPPER'S 'HAWSE PIPE!'"

LEAVE WITHOUT PAY We have told you about annual leave and sick leave. There is also leave without pay. This is not granted until all accumulated leave is used up, except in the case of a seaman being injured in line of duty. Under these circumstances, he may be granted leave without pay if he desires it, covering the period of absence necessary for his recovery and he may file for industrial compensation rather than leave with pay. If we are inducted or ordered to other active Military, Naval, or Coast Guard duty before we have used up our accumulated leave, we will be granted a leave or furlough without pay for the duration of our military duty. Leave without pay for vacation purposes cannot be granted.



Going back to the process of getting leave from a ship, if, after we return from leave, we find that our ship has left and we cannot return to the same assignment, our leave payments will be handled by the Payroll Section, Manning Division. Here's one more thing to remember: In all cases where a seaman returns to the same ship, he will be carried on the Ship payroll for the period of his leave; and remember that all requests for leave, no matter for how short a period, must be cleared through the Leave Section.



"BATTEN YOUR HATCHES"

WHEN YOU WRITE HOME Getting and writing letters is one of the biggest things in a seaman's life. Nowadays everything that happens from the most ordinary to the most exciting seems to be a "military secret." It's just another one of the circumstances of being in the center of things.

other one out to the Ship's Transportation Agent. If your application is disapproved, you take one of the forms back to the ship, give it to the Ship's Transportation Agent, and go back to work.

For the fellows who work under the Alaska Barge Line (on tugs, barges, harbor boats, and so forth) all the details are handled in the Leave Section, Manning Division, and requests for leave should be made directly to Officer in Charge in that Section.

We were curious to know how leave accumulates. We knew that it's a system of granting vacations with pay, but what they told us about leave would fill a book. The main facts we've included here for reference:

"DON'T RUN A TEMPERATURE IN THE FIDDLEY"

ANNUAL LEAVE Army Transport Service seamen earn two and one sixth days' annual leave with pay each month of continuous service, a total of 26 days a year. This leave is permitted to build up to not more than 90 days, from year to year, during the present emergency. We are encouraged to take leave whenever it will not cause embarrassment or delay to the Service. The general practice is that more than five days' leave at one time will not be granted to seamen who do not have at least six months of service on an Army Transport vessel. As stated before, leave must be limited to short periods during this

emergency so that seamen will be able to return to their ships for the next voyage. No seaman may leave his vessel without an order or authorized leave of absence. And get this, fellows: Seamen will not be paid for leave taken without prior approval of the proper authorities, and any unauthorized leave will be considered a break in service which automatically cancels any accrued leave.

"LOWER THE JACOBS' LADDER"

S I C K L E A V E Sick leave accrues to Army Transport Service men at the rate of one and one fourth days per month for continuous service, which makes a total of fifteen days a year. Sick leave accrues year on year up to a maximum of 90 days. When it is necessary to be absent because of illness, we should report our absence immediately to the Master of our ship or to the Vessel Manning Branch at Seattle. If our absence exceeds three days, a physician's certificate must be presented to the Leave Section in order to be paid for leave.

Seattle has a Marine Hospital for seamen needing specialized treatment. If it's necessary to enter the Marine Hospital, try to obtain a Master's Certificate of Service of Sick or Injured Seamen from the Master of your ship prior to the time you enter the hospital. When you come back from sick leave, report at once to the Leave Section to file a certificate of illness and also see the Port Surgeon



Engineer - Harbor Boat Service

Same uniform with these exceptions:

Chief Eng. 2 -  $\frac{1}{2}$ " black stripes; black chin strap  
Asst. Eng. 1 -  $\frac{1}{2}$ " black stripe; black chin strap





### "LOWER THE GANGPLANK"

L E A V E The last time we made port, we wanted to get some time off to go home and see our folks. Luckily, the ship was going to be laid up for a short time, and we were all set to shove off. Everybody was agreeable to letting us go, but nobody seemed to have the authority to say "yes." We finally did find who it was, and what we had to do. Here's how: Get two Form VMB-5's, "Application for Leave," from the Ship's Transportation Agent. Fill them out, and get the approval of the necessary officers on your ship. Bring them to the Officer in Charge of the Leave Section in the Manning Division, and they will check to see how much leave you've earned, and whether or not there is someone to take your place. Here is where your application is o.k.'d or not. If it is approved, the Leave Section keeps one of the forms you filled out and sends the



### Steward's Crew

Above uniform for these positions:

Messman  
Scullion  
Dishwasher  
Waiter  
Bellboy  
Deck & Room Stewards



Deck Officer - Harbor Boat Service

Above uniform with these exceptions:

Master	2 - $\frac{1}{2}$ "	black stripes; gold chin strap
Mate	1 - $\frac{1}{4}$ "	black stripe; black chin strap
Pilot	1 - $\frac{1}{2}$ "	black stripe; black chin strap



Steward

Same uniform with sleeve bands as follows:

Chief Steward	3 - $\frac{1}{4}$ "	silver stripes
2nd Steward	2 - $\frac{1}{4}$ "	silver stripes
3rd Steward	1 - $\frac{1}{2}$ "	silver stripe





Steward's Dept. Petty Officer

Above uniform with cap  
insignia and title in  
rounded block letters  
within a silver wreath:

Storekeeper  
Yeoman  
Porter  
Barber  
Watchman

Above uniform with  
no cap insignia  
worn by:

Steward (HBS)  
Bath Steward  
Linenman  
Cooks  
Bakers  
Butchers  
Pantryman



Engine Petty Officer

Above uniform for following positions:

Deck Engineer  
Water tender  
Refrigeration Engineer  
Electrician  
Boilermaker  
Machinist  
Plumber



Oiler



Seaman

Above uniform for following positions:

Able bodied Seaman

Ordinary Seaman

Wiper

Deckhand - Harbor Boat Service

Fireman - Harbor Boat Service





Engineer Officer

Basic uniform with these markings:

Chief Engineer	4 - $\frac{1}{2}$ "	gold stripes
Staff Engineer	(3 - $\frac{3}{8}$ "	gold stripes
	(1 - $\frac{1}{4}$ "	gold stripe
1st Ass't Eng.	3 - $\frac{1}{8}$ "	gold stripes
2nd Ass't Eng.	2 - $\frac{3}{16}$ "	gold stripes
3rd Ass't Eng.	1 - $\frac{3}{16}$ "	gold stripe
Jr. 3rd Ass't Eng.	1 - $\frac{1}{4}$ "	gold stripe



Wheelman



Seaman with rating

Following wear above uniform with rating devices as listed:

Bosn's Mate	3 chevrons & crossed anchors
Carpenter's Mate	3 chevrons & crossed hand-axes
Bos'n (HBS)	2 chevrons & crossed anchors
Oiler (HBS)	2 chevrons & 3-bladed propellor
Fireman	2 chevrons & 3-bladed propellor
Coalpasser	1 chevron & 3-bladed propellor



Deck Officer

Basic uniform with following markings:

Master	4 - $\frac{1}{2}$ "	gold stripes
Chief Officer	(3 - $\frac{3}{8}$ "	gold stripes
	(1 - $\frac{1}{4}$ "	gold stripe
1st Officer	3 - $\frac{1}{2}$ "	gold stripes
2nd Officer	2 - $\frac{3}{8}$ "	gold stripes
3rd Officer	1 - $\frac{3}{8}$ "	gold stripe
Jr. 3rd Officer	1 - $\frac{1}{4}$ "	gold stripe



Deck Petty Officer

Uniform the same in all cases.  
Cap devices, within gold wreath, are as follows:

Boatswain	2 crossed anchors
Carpenter	2 crossed hand-axes
Winch driver	2 crossed anchors
Master-at-arms	2 crossed batons
Storekeeper	STORE KEEPER in rounded block letters
Yeoman	YEOMAN in rounded block letters



Ship's Transportation Agent





Ship's Transportation Clerk

Same uniform for following with exceptions as listed:

Senior Clerk 2 -  $\frac{1}{4}$ " gold stripes  
Junior Clerk 1 -  $\frac{1}{2}$ " gold stripe

"'BELOW' ISN'T THE BASEMENT"

ALLOTMENTS Seamen departing on voyages of more than thirty days can arrange for allotments to members of their immediate family when they sign the Ship's Articles.

"WHEN LOST IN THE SHAFT ALLEY USE A CROSSHEAD GUIDE"

PAYING OFFICERS These are the paying officers: On a Transport, the Ship's Transportation Agent; on the Vessel Manning Cadre, the paymaster of the Cadre; and on Tugs, Harbor boats, Barges, and other small craft, the Ship Payroll Section, Manning Division.

"GO BELOW AND GET THE MATE A BUCKET OF VACUUM"

DATE LAST PAID You fellows who make a trip to Alaska and are paid there, and then returned to this station--be sure to bring a signed statement from the Alaska station certifying as to the date you were last paid and the voucher number. It may save you many days' delay in getting your checks at this Port. And when you leave a vessel, be sure to get your discharge from the Master giving the date you were last paid and the reason for the discharge.

"SCRUB THE DECKS"

U N I F O R M S In our private opinion, a fellow dressed up in a clean, well-pressed Army Transport Service uniform is right up there with the Army and Navy. Regulations prescribe a certain uniform for each position on the ship. Our uniforms should be exactly like the picture corresponding to our rating. Here they are in full regalia. (Prices won't be the same at all stores)



Transportation for each vessel. Wages are usually broken into two parts: Net per annum, and allowance for subsistence and quarters (room and board, to you new fellows). For example, the salary authorized for an A. B. on a transport is:

Net Salary . . . . .	\$1200
Allowance for Subsistence and Quarters . . . . .	252
Gross Salary . . . . .	\$1452

When subsistence and quarters cannot be furnished aboard ship due to repairs or fumigation of the ship, an increase in cash salaries of seamen is authorized to compensate them for the cost of food and lodgings ashore.

"WATCH YOUR OIL TEMPERATURES"

D E D U C T I O N S Deductions are made from your earnings toward your Retirement Fund, and toward your Income Tax. Five percent of your wages, including the value of your subsistence and quarters but excluding bonus or overtime pay is deposited to your credit in a Retirement Fund.

Your exemption on income tax is roughly, \$1.70 per day if you are single; \$3.40 per day if married and are claiming full exemption for both self and wife; and 85¢ per day additional for each child or other dependent. All your earnings in excess of these exemptions will



be taxed 20%, in accordance with the law which became effective 1 July 1943. In no case will your exemptions permit you to be taxed less than 3% of your earnings in excess of \$1.70 per day.

"BY PASS THE H. P."

SALARY ADJUSTMENTS Army Transport Seamen receive the same salary adjustment for operations in War Zones as is paid on commercial vessels. The adjustment is based on net pay--not including overtime--and may change from time to time according to decisions of the Maritime War Emergency Board.

"TOPSIDE' ISN'T UPSTAIRS"

OVERTIME Army Transport Crews--all but the Masters and Chief Engineers--are paid overtime for necessary work in excess of two 4-hour or one 8-hour watch per day for members of deck and engine departments, and work in excess of eight or nine hours in a spread of thirteen for members of the Steward's Department. Overtime must be certified by the Department Head and approved by the Master. Licensed personnel, including the Chief Steward, are paid \$1.15 per hour for overtime worked, and unlicensed personnel, 85¢ per hour for overtime,



"HEAVE TO"

RATIONING We tried to buy a pair of shoes the other day, and all went well until the clerk asked for our ration stamp. We didn't have it. We'd heard of such things but never got around to getting one. We decided that if we weren't to go barefoot we would have to get the particulars. Here is what we found. We should all have Ration Books No. 1 and 2, and others, as they are issued. Many of us, at the time Ration Book No. 1 was issued, were at sea, so we didn't bother to get it, even after we returned home. However, due to the increased rationing program, it is necessary that all of us have both ration books. Ration Book No. 2 can't be issued unless you can show your Book No. 1. If you haven't either book, go to your Ration Board, and if you meet with trouble, the Vessel Manning Branch will give you a letter asking that consideration be shown you, providing that you can convince the Vessel Manning



Branch that you have a bona fide reason for being high and dry.

The Army Transport Service has made provisions with the Office of Price Administration that seamen, particularly in the deck department, who need additional boots of leather or rubber, or other rationed articles of clothing, may obtain a priority rating if they have a request for it from the Army Transport Service.



"KEEP YOUR BURNERS CLEAN"

P A Y We've never yet met a seaman who thought he was getting paid what he was worth, and we aren't any exception. We were just getting ready to put in the good word for a little raise when they started explaining about how our wages are figured and we forgot all about the raise until we were out on the dock again. Here it is, just the way they gave it to us:

The base pay of a seaman is determined by the Manning Scale authorized by the Chief of

You should begin now to collect your clothing and other necessary gear for sea duty so as to be ready for service on short notice. When we accept a job at the Cadre at a certain rating, that means we are likely to be shipped on any vessel as needed at that rating.

They told us they didn't want any of us coming down to the Cadre for a rest cure, as it is really for the new men. Just as a matter of interest, we found that crew members when assigned to the Cadre must report regularly six days a week on any shift during the twenty-four hour period to which they may be assigned.



"IT'S A COLD WATCH IN THE FOREPEAK LOOKOUT"

C L O T H I N G You old salts know how cold it can get up there in Alaska, and take lots of warm clothing along in order to meet all kinds of weather. Some of you new fellows take an awful beating when you don't have enough gear to keep warm. This happens particularly to men in the deck department. Take it from us, here are

some of the more important items of clothing you will need, and the prices you will probably have to pay for them:

Wool shirts	\$3.50 to \$5.98
Heavy shoes	4.98 to 11.98
Sou'westers	.79
Rubber raincoats	7.45
Latex raincoats	5.98
Slicker raincoats	3.49
Heavy socks (Wool preferably)	.75 and up
Hip boots	5.95 and up
Knee boots	3.25 and up
Underwear (at least part wool)	1.00 to 5.95
Pea Coat	7.45 to 10.95

Be prepared for heavy seas, high winds, rain, snow, and ice, so that you can do your part in spite of weather conditions.

in a high state of cleanliness. - T. J. Weed, Colonel, T. C., Deputy Port Commander."



#### "DON'T BE A 'BOOBYHATCH'!"

CARELESSNESS It's sad but true that most accidents are caused by our own carelessness and failure to follow safety regulations. A broken arm--a mangled foot--a permanent injury--may be the result of some thoughtless negligence on our part. In our opinion, knowledge of safety regulations and fire and lifeboat drills are the first thing a seaman should learn about his ship. Where is your station for lifeboat and fire drill? For call to general quarters? What are your duties? Do you know how to abandon ship safely? Can you do your part in insuring that every possible accident prevention measure is being taken?



### "ALL HANDS TURN TO"

VESSEL MANNING CADRE We don't know how many of you know the meaning of the word, "Cadre." It's a cinch we didn't, but we do now. It's nothing more than a pool of men that are paid to stand by ashore in order that they may be on immediate call to man a vessel promptly, and in this way avoid delay in sailing. The Vessel Manning Cadre at the Seattle Port of Embarkation is a pretty busy outfit. It provides crews for vessels while in port, so that the regular seamen may have short leave periods. It's also a swell place for beginners to learn seamanship, discipline, and Army Transport Service regulations. For you new boys who are being placed on the Cadre, the best advice we can give you is to keep your eyes and ears open, and you'll be surprised at what you can learn.

and quarters will be clean and livable; that each of us will do all of his work; and the assurance of snap action in case of attack; all of which makes a seaman's life a lot more agreeable. "No team can win without a good quarterback," said one of the officers. "Someone has to give the orders, and the rest of the team carry out their assignments, if any yardage is to be made. No ship's crew can achieve these things without discipline. It takes time to develop it, but when a ship has it, watch her step!"

We saw this letter in an Army Transport Service bulletin and we thought you'd like to read it, too. A word of encouragement once in a while is welcome.

"The Commanding General has noted with pleasure in recent reports favorable comments regarding the neatness and cleanliness of some Army transports. Comments in substance are as follows:

"INSPECTION OF A FREIGHT AND PASSENGER VESSEL AT ANOTHER PORT:

"Police and sanitation - Excellent. If there have ever been cleaner and more sanitary galleys, butcher shops and bake shops aboard an army transport, the undersigned has never seen them. The Chief Steward and his assistants should be commended."

"A FREIGHT VESSEL BOARDED BY REPRESENTATIVES OF ANOTHER DEPARTMENT - COMMENT."

This vessel now has a white deck crew, a negro steward's department,



and mixed Filipino and white engine-room gang. Cooperation between the various departments appeared excellent and all men contacted reported the steward's department as the best they had ever sailed with. This vessel, though small, was neat and clean as a Navy vessel.

"The Superintendent, Army Transport Service, his commissioned assistants, licensed officers of the Army Transports, chief stewards and their assistants, and all other personnel afloat and ashore are commended for their efforts. To be cleaner means to be more efficient in the handling of vessels.

"The Army Transport Service should now proceed to have all vessels endeavor to emulate the splendid example set by those which have passed inspection as favorably as the above two.

"I know that all of the personnel are striving to effect improvements. Alterations and repairs to vessels can be accomplished only when time and facilities permit. Neatness and cleanliness, however, can be attained today on every ship. Therefore, everyone should make it his purpose to see that his ship and his place of duty, which includes his own quarters aboard any vessel, his office ashore, a repair shop, storeroom or pier, is orderly and at all times maintained

time. Therefore they furnish insurance against loss of life, limb and property; but only if the loss occurs as a result of direct or indirect act of war. This insurance amounts to \$5000 for loss of life, \$100 per month for up to 50 months in case of total disability, and from \$300 to \$500 for loss of personal effects, and it is furnished without charge to the seaman.



#### "UNSHACKLE THE AFTER GRIPES"

C O M P L A I N T S A bunch of us got together the other night and had a "beefing party." We found fault with about everything in the Army Transport Service. But when it was all over, we decided we'd rather work there than somewhere else.

There are plenty of things that could be improved, but much of it could be done by ourselves if we just spent a little more effort in that direction, and less on the windbag. There are some things that we can't do much about, but that should be brought to the attention of the right person. We found that this kind of "beef"

is welcome and the way to make our complaint is to put it in writing and bring it to the Vessel Manning Branch, and they will see that it gets to the proper department.

Just a thought that came from one of the officers whose job it is to see that the Army Transport Service lives up to its slogan, "It can't be done, but here it is": "We've got a lot of equipment that isn't modern or streamlined, but we haven't the time nor the material to make replacements in every case. Every bit of equipment must be used. One of our jobs is to operate equipment which nobody else can operate. We have been doing it, and we are going to continue doing it." And that's a record we can be proud of.



"WHAT'S YOUR COMPASS ERROR?"

DISCIPLINE Somebody mentions "Discipline" and we get our backs up. But it pays to know the rules. We've found that it means courtesy among crew members; that the departments

your first item of business. You will need them before the war is over.

"Where do we get them?" was our next question, and we learned that we should go to the Vessel Manning Branch for a letter of recommendation to the Recruitment and Manning Organization, War Shipping Administration, 910 Second Avenue, Seattle. We also learned that ship's officers will help us to get these papers and will give us time off for this purpose when we are in Port. At least three months' sea service is required to obtain seamen's identification papers. Seamen having had six or more months of sea service and who wish to get their papers for ratings other than Ordinary Seaman, Wiper, or Messman, may apply directly to the United States Coast Guard Inspection Service, 915 Alaska Building, Seattle, Washington.



"WAIT TILL YOU SEE HER FANTAIL"

SIGNING SHIP'S ARTICLES When we were first called up from below to sign the



Ship's Articles, we didn't know just what this "signing on" procedure was for or what we were getting into. Here is what the articles really are: An agreement or contract which certifies for our protection, our rating and wages, and they are usually signed twenty-four hours prior to sailing.

The Articles are also an agreement on our part to obey the rules and regulations pertaining to life aboard Army Transport vessels, and once the "John Henry" appears, we have bound ourselves faithfully to perform the duties corresponding to our rating, and to complete the voyage.

Failure to sail after signing, except in cases of accident or illness, will bring about charges of desertion, and the consequences of this are too serious to dwell upon.



#### "HAUL HER UP FIVE DEGREES"

I N S U R A N C E The Army Transport Service realizes that a seaman under goes many additional risks while shipping out during war



#### "STAY ON THE COURSE"

L E N G T H O F V O Y A G E A fellow we know told us that when he left on the last trip he thought he was going to be gone about a month; but it was over four months before he got back.

We talked it over pro and con. One of the fellows said it was almost impossible to plan very far ahead on trips like these, because sailing orders sometimes have been changed after a ship has sailed. We agreed it was pretty indefinite where the ship would be needed most and for how long.

By the time we finished, we had all decided that as far as possible we would plan to be gone indefinitely, and then we wouldn't have so many things to bother us when our trip was a month or so longer than we expected.





### "KEEP YOUR BEARINGS"

SEAMEN'S PAPERS On our wanderings and question-asking spree one of the men at the Port asked us about our seamen's papers, and we were more than a little embarrassed because we didn't have any. We found this and pass it along to you, hoping that it may come in handy: All of us should have seamen's identification papers and certificates of efficiency (showing our rating as A. B., Oiler, Fireman, or what-have-you) and as early as possible we should try to get our lifeboat tickets. To the old salt, these are as much a part of his belongings as his shoes, because they are the best possible evidence that a man is entitled to serve in the American Merchant Marine rather than in the Armed Forces, and they will help a lot in getting deferment from draft boards for sea duty. If you haven't your seamen's papers, make this

For members of harbor boats and tugs, these discharge requests may be obtained from the Officer in Charge of the Alaska Barge Line. It is important that we follow these instructions because it is in this manner that seamen are able to obtain, if their discharge is granted, a certificate of availability, which means they are eligible for other employment outside of the Army Transport Service.

We asked about what kind of discharges there were, and the first one they told us about was "discharge for our own convenience." "And what is a discharge for our own convenience?" we asked.

"Well," they said, "It's this way. If you get off a ship because you like the looks of another one better, or if you decide to go to San Francisco to visit your grandmother, and don't give any thought to what it means to get a replacement for you, you are requesting a discharge for your own convenience."

There are two other types of discharges, we found. One is for administrative reasons, and this is just a nice way of saying that we are incompetent, unreliable, drunk while on duty, absent without leave, deserted ship, committed sabotage, or are guilty of insubordination. When such a discharge is given, the Master must state exactly why. The seaman who receives a discharge for administrative reasons seldom is hired by the Army Transport Service in the same grade he held before.

"Discharge for convenience of government" means that the ship is out of service; a full crew is not needed; maybe the job is being done away with; or for some other reason we cannot control. Again the Master must state why the discharge is being issued and should this happen away from our home port, we are entitled to return transportation at government expense, and full salary until our return.

The fellow discharged for administrative reasons or for his own convenience away from home port has to take care of his own transportation home, and doesn't get paid any salary from the time he quits work.

If we are sick and are discharged, we will be returned to our home port at government expense if we are able to travel. It's not so nice if we become ill where there isn't a Marine Hospital, because we have to pay all expenses ourselves until we can get home and into the Marine Hospital. We are carried on sick leave from the date of discharge for the period of leave we have earned, however, and we have it from a reliable source that something is being done about the hospital situation.

to stay by our job for the duration of the war and not to expect long furloughs ashore while some of the fellows are under arms on the front lines.

Second, that we can't take unnecessary leave, fail to report when assigned to a ship, or change ships at the end of each voyage for our own convenience, and

Third, that if we don't measure up, it may be "Johnny, get your gun."



"DROP THE HOOK--STAND BY WITH ENGINES"

DISCHARGES Another thing that was worrying us was this question of discharges and releases, so after straightening out the draft deferment situation, we asked about this. It took a lot of explaining, but here's the dope as we have it now:

Whenever we leave a vessel, not to return for the next voyage, we should get a copy of our discharge on which is written the following

facts:

- a. Our proficiency rating--which means how good we are.
- b. Our conduct rating--which also means how good we are, but in another sense.
- c. The reason for discharge--whether we got fired or asked to be released.
- d. The period that we served aboard the vessel.
- e. The rating or position we held, and
- f. The date through which we were last paid.

They told us that if each one of us would insist on receiving a discharge, it would make things easier all the way around. This discharge is signed by the Master of the ship, by the Disbursing Officer, who hands out the checks on pay-day, and by ourselves. Hang on to that discharge! It's the passport to your next job.

The people that we talked to about this told us that all discharges issued during war time must first have the approval of the Master or Department Head aboard the vessel, and the sanction of the Exit Interviewer in the Manning Division. The Transportation Agents aboard Transports have a form entitled "Discharge Request." A copy of this should be filled out by the seaman and then be signed by the Master or Department Head. You then present yourself to the Exit Interviewer, and give him his copy of the Discharge Request. From there on, anything can happen. We were told that every effort would be made to give the seaman a break.

Foc'sle Head  
For'd Fall  
For'd Gripes  
Forepeak  
Free board  
Galley  
Great Circle  
Greenwich Apparent time  
Greenwich Civil time  
Gunwale  
Gyro-compass  
Hawse Pipe  
Heavy lift  
Horizon  
Jacobs' Ladder  
Jumbogear  
Lashings  
Latitude  
Leadline  
Leeway  
Log  
Logbook  
Longitude  
Painter  
Pantry  
Polar distance

Poopdeck  
Port  
Scuppers  
Sea cocks  
Sextants  
Shaft alley  
Slopchest  
Sounding  
Sounding Machine  
Sounding tube  
Stability  
Starboard  
Stern frame  
Stern post  
Stern tube  
Tail shaft  
Tarpaulin  
Telegraph  
Throttle  
Thrust bearing  
'Tween decks  
Vacuum  
Valuegear  
Well decks  
Wheelhouse  
Winch Falls  
Zenith

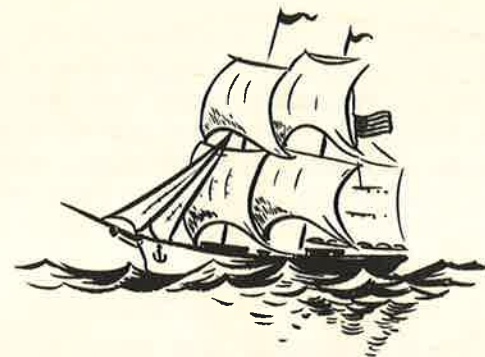




"REMEMBER YOU'RE NOT CARRIED FOR BALLAST"

OUR DRAFT BOARDS We don't know about you, but a lot of us chose the Army Transport Service rather than the Army because we liked the sea; and as long as we keep plugging away, whether as messman in the galley, as fireman or oiler in the blackgang, or as able seaman or wheelman on deck, we are doing as vital a job as if we were carrying guns. It is necessary, though, to keep Ye Olde Draft Board notified at all times as to where we are and what we are doing. We wanted to get this straight, so we talked to the Draft Deferment Section at the Personnel Office, and we learned:

First, that our greatest responsibility is



"HEAVE TO, MY LADS, AND BOOM OUT A SAIL!"

The good old days are gone--the days when our ships carried calico and beads to Tahiti.

Today, the seaman is a fighter, working to get food, soldiers, and ammunition through to the battle fronts. The job might be easier sometimes if there weren't so many misunderstandings and unanswered questions about the rules and regulations that necessarily apply to anything as big as the Army Transport Service. And so we asked a lot of questions and got some answers that helped clear up the picture for us.

"PICK UP THE HOOK, AND LET'S GET UNDER WAY"

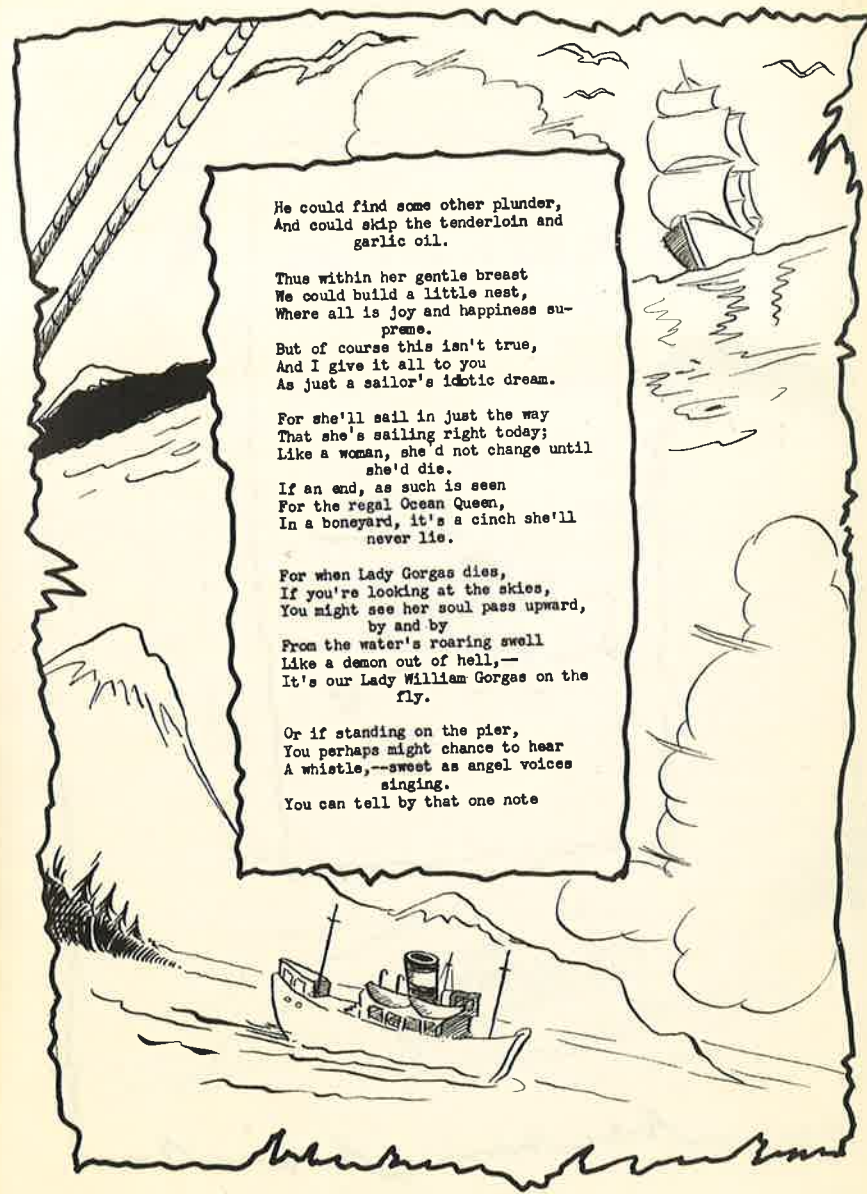
OUR STATUS One of the first things we wanted to know about was our status as civilians working for the War Department of the United States in time of war. And here's what we found: that we are employed under Civil Service by the War Department with an indefinite war

service appointment. This sounds pretty fancy, but some of the benefits we receive are that we contribute to a retirement fund for our old age; that we are eligible for vacations with pay and for leave with pay while we are sick, corresponding to the length of time we have worked for the Army Transport Service. It's a pretty good deal at that.

"HOW MANY OF THE FOLLOWING SEA TERMS DO YOU  
KNOW?"

After Fall  
After Gripes  
After Peak  
After Peak Bulkhead  
Aloft  
Altitude  
Amidships  
Anchor winch  
Athwart  
Azimuth  
Ballast  
Barometer  
Batten Hatches  
Bearing  
Bilgeboard  
Bilgepump  
Bilges  
Binnacle  
Bitts  
Boilertubes  
Boobyhatch  
Bridge  
Bulkhead

Bunker  
Buoyancy  
Burners  
By-pass  
Capstan  
Cargo winch  
Chartroom  
Chocks  
Chronometer  
Companionway  
Compass  
Condenser  
Crosshead  
Crosshead guide  
Davits  
Dead boiler  
Declination  
Displacement  
Eccentric Shop  
Fantail  
Feedwater  
Fiddley  
Floor plates



He could find some other plunder,  
And could skip the tenderloin and  
garlic oil.

Thus within her gentle breast  
We could build a little nest,  
Where all is joy and happiness su-  
preme.

But of course this isn't true,  
And I give it all to you  
As just a sailor's idiotic dream.

For she'll sail in just the way  
That she's sailing right today;  
Like a woman, she'd not change until  
she'd die.

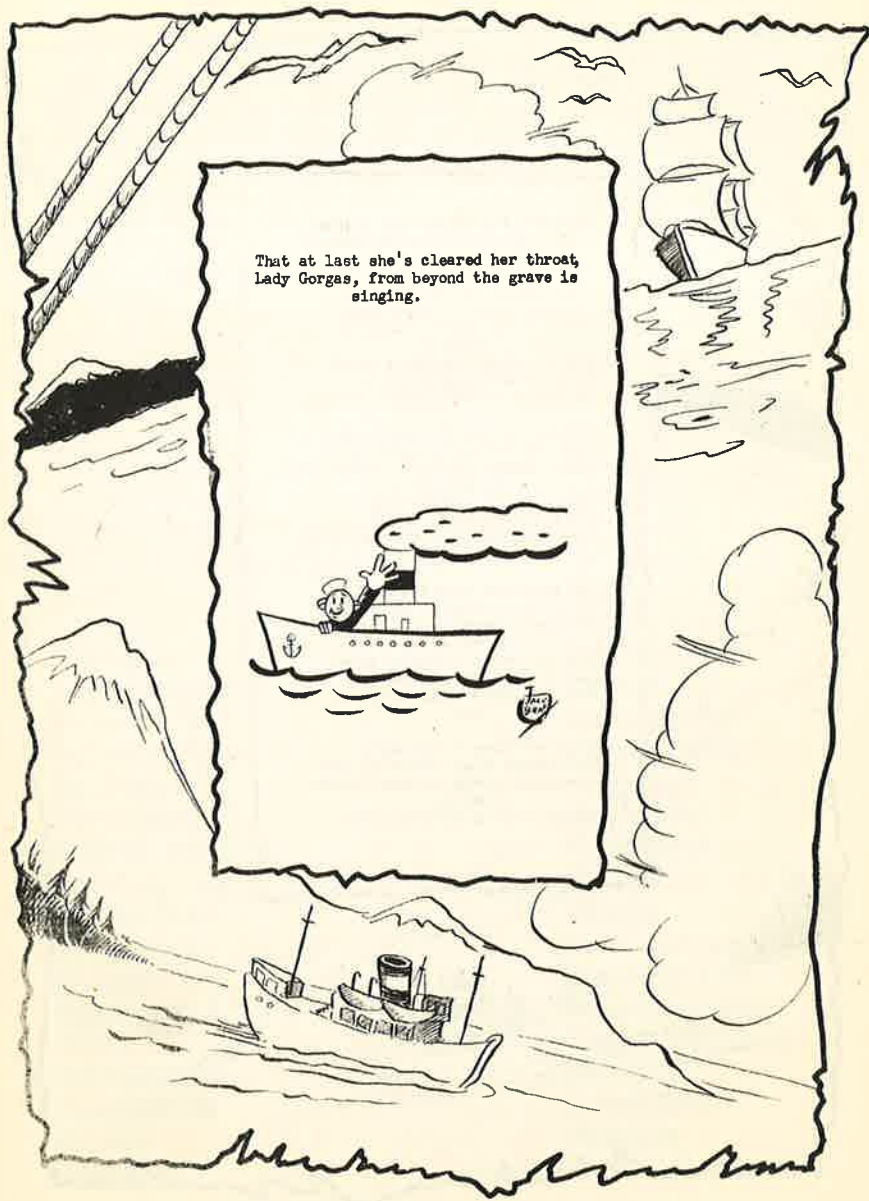
If an end, as such is seen  
For the regal Ocean Queen,  
In a boneyard, it's a cinch she'll  
never lie.

For when Lady Gorgas dies,  
If you're looking at the skies,  
You might see her soul pass upward,  
by and by

From the water's roaring swell  
Like a demon out of hell,—  
It's our Lady William Gorgas on the  
fly.

Or if standing on the pier,  
You perhaps might chance to hear  
A whistle,—sweet as angel voices  
singing.

You can tell by that one note



That at last she's cleared her throat,  
Lady Gorgas, from beyond the grave is  
singing.

Published by

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THE ARMY TRANSPORT SERVICE

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Seattle Port of Embarkation

1519 South Alaskan Way

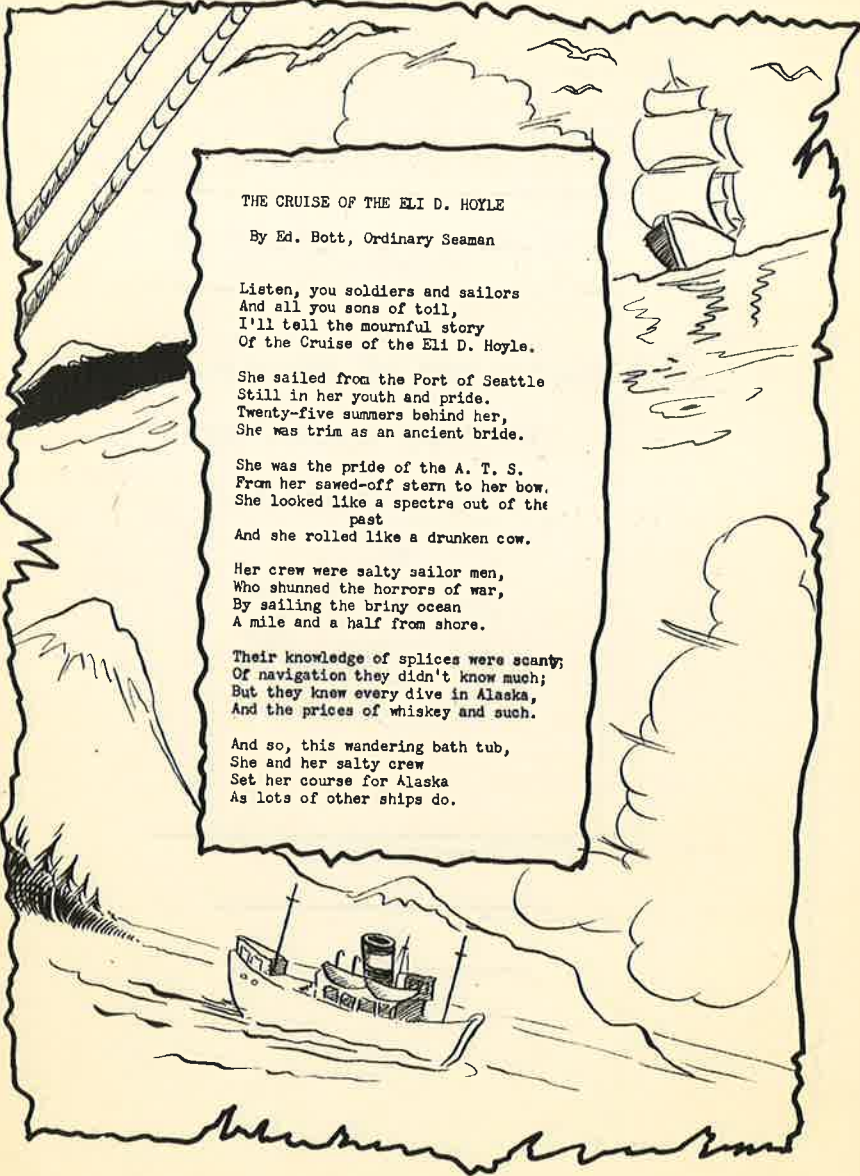
Seattle, Washington

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THE CRUISE OF THE ELI D. HOYLE

By Ed. Bott, Ordinary Seaman

Listen, you soldiers and sailors  
And all you sons of toil,  
I'll tell the mournful story  
Of the Cruise of the Eli D. Hoyle.

She sailed from the Port of Seattle  
Still in her youth and pride.  
Twenty-five summers behind her,  
She was trim as an ancient bride.

She was the pride of the A. T. S.  
From her sawed-off stern to her bow.  
She looked like a spectre out of the  
past  
And she rolled like a drunken cow.

Her crew were salty sailor men,  
Who shunned the horrors of war,  
By sailing the briny ocean  
A mile and a half from shore.

Their knowledge of splices were scanty;  
Of navigation they didn't know much;  
But they knew every dive in Alaska,  
And the prices of whiskey and such.

And so, this wandering bath tub,  
She and her salty crew  
Set her course for Alaska  
As lots of other ships do.

