

N.M.U. Stooges Sabotage Officer Candidates' Beefs On Prices

In the *Pilot* of May 14, a deceptive write-up was given to the May 7 demonstration of the officer candidates against the high prices in the school canteen at Fort Trumbull in New London, Conn. Now confidentially, the *Pilot* boys were on the negotiation committee to settle the beef. After one month, all the hot air emanating from that rag about promising "action" has disappeared. The Superintendent of the school has ignored all protests about his profiteering at the expense of the seamen, and (with the aid of the strike-breaking Stalinists) has smothered all protests.

Since the *Pilot* failed to inform the NMU members as to just what their boys were doing on that grievance committee, here is how the story runs.

The boycott against the school canteen was spontaneous and participated in by bonified seamen. The demonstrators went on record, without a dissenting vote, to boycott the canteen until the prices came down. They then elected a large committee to straighten out their beef. As soon as the terrible word "strike" got around, the Stalinist-NMU top-fraction went into action and saw to it that their stooges were elected on the committee. In order to be able to show the administration what bootlickers they are, they had to first eliminate any opposition which might

be formed on such a large rank and file committee. They did this by successfully maneuvering the formation of a small super-committee in which they were the key negotiators.

The negotiation was a typical Joe Curran sell out. These servile renegades did not have the guts to call a general mass meeting to hear the boycotters' opinions, but instead went around informally saying nothing could be done about prices. These prices had been arbitrarily established by the Superintendent of the school, who allegedly has money invested in the canteen.

After this type of negotiation had proceeded for some time, several people became inquisitive as to the names of the boys on the super-committee. The Daily Worker stiffs were so aware of their dastardly betrayal that they evaded the question by talking about the establishment of a permanent house council so that these ugly demonstrations could be avoided in the future.

(Continued on Page 4)

Crews' Health And Safety Threatened By Treatment Of German War Prisoners

Dutch Gains Won Through I.T.F.

Improvements in waiting pay and living cost allowances have been granted to the officers and seamen of the Netherland merchant marine who through no fault of their own are unable to work aboard ship and for whom no other suitable work can be provided, the American office of the International Transport Workers' Federation reports.

The new order just issued by the Netherland Ministry of Social Affairs and retroactive to January 1, 1943, applies to Dutch seafarers ashore who have been registered in the manning reserve for a continuous period of at least three months.

All officers and ratings in that category are entitled to free board and lodging or, in lieu thereof, to weekly payments of £2.15.0 for captains and officers and £2.0.0 for ratings. Married officers receive an additional £1.5.0 and men 17.6 sh. per week, with 5 more sh. per week for the first child and 2.6 sh. for each child thereafter.

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Last week members of the crew of an SIU ship which had been used in North Africa to transport Axis prisoners, arrived in headquarters office and told an appalling story of conditions aboard their ship.

To begin with, the prisoners were treated with the utmost callousness by the authorities and were loaded into the cargo holds—400 to a hold! Having stowed the prisoners away like so much bauxite, the hatches were then battened down. The prisoners were left in the black, airless holds without any provisions for sanitation.

Such a situation endangers the health and life of the civilian crews who carry these prisoners. Even defeated soldiers are apt to riot under such conditions, and yet very few armed guards were placed over the prisoners. Had these Germans known the inadequacy of the guarding force, the lives of the merchant crew wouldn't have been worth a plug nickel.

With no sanitary facilities for these men, the resultant mess and danger to health is easy to imagine. If this condition is not soon corrected, American seamen as well as Axis prisoners will needlessly sacrifice their lives.

Some very practical suggestions

were made by the crew members of this ship, and we pass them along for the consideration of the operators and the WSA. Whether or not these particular suggestions are adopted, the SIU demands that some reform be effected—and soon.

Here are the crew's proposals:

1. Put no more men in a hold than can be adequately bunked and fed.

2. Have each group of prisoners select their own sanitary squads who will be responsible for the cleanliness of the holds.

3. Have running water fore and aft and have the prisoners wash down the deck twice a day.

4. After the prisoners have been unloaded, batten down the hatches and open the steam smothering lines to fumigate the holds.

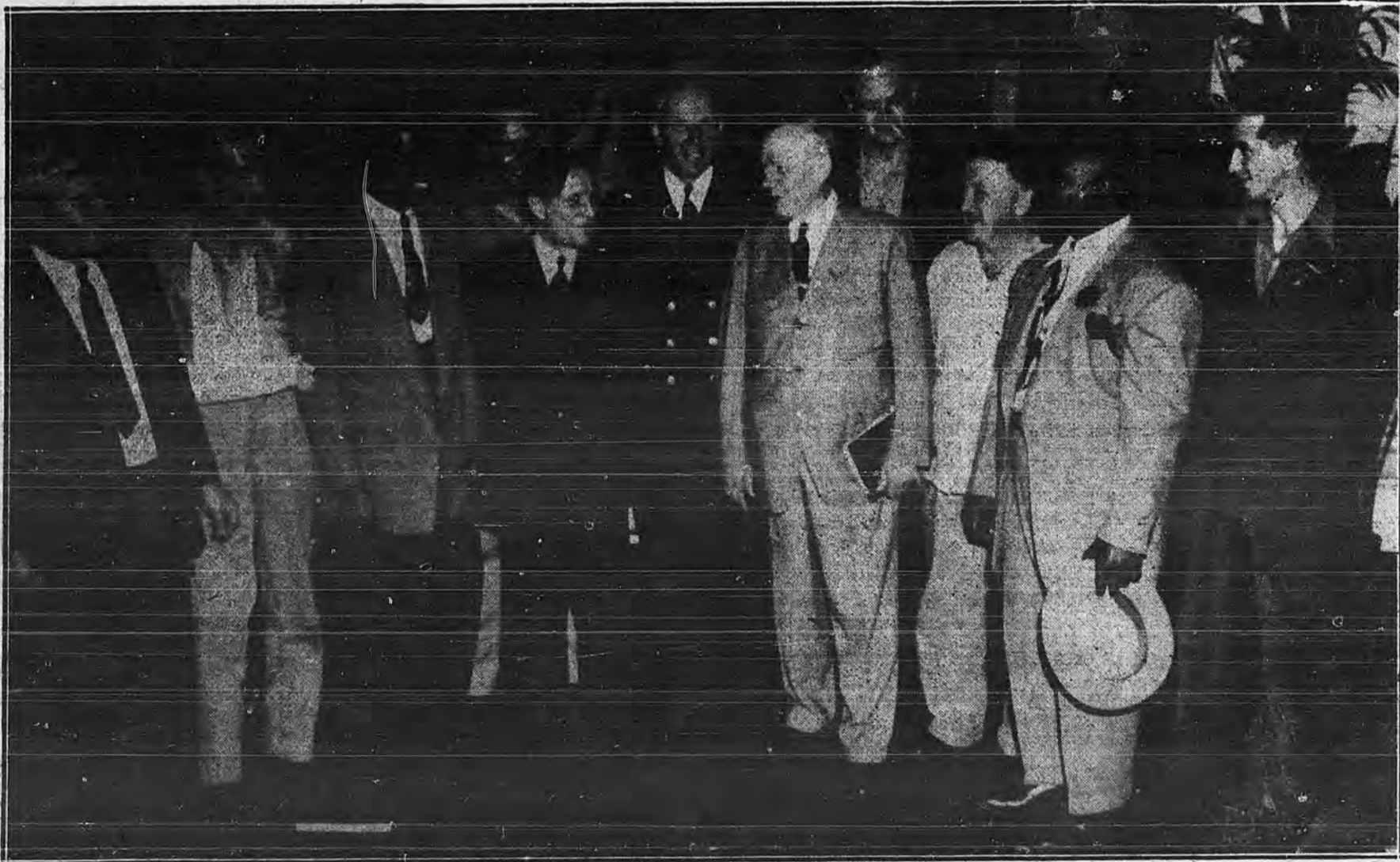
We are of the opinion that these suggestions are pretty good. Maybe the master minds in Washington will think of better ones. But one thing is certain, the health of the American merchant seamen demands prompt action by the authorities.

SEE END OF LIBERTY TUBS

The men who sail the ships will certainly welcome the news that the swivel chair artists in the Maritime Commission have finally gotten around to replacing Liberty ship construction with a new, faster vessel which will be known as the "Victory Ship." This doesn't mean that the merchant seamen won't have to continue to endanger their lives on the Liberty rust buckets already constructed, but at least no more of these clay pigeons will be coming off the ways.

The Victory ships will be equipped with a turbin-gear power plant of 6,000 horsepower and will be capable of making 17 knots. The length of the ships will be 445 feet, will have a 62 foot beam and three decks. The ship will be an overall welded job, but will have riveted plates in certain parts of the internal structure. The new ships will carry roughly 1,000 tons more cargo than the Liberty. The new ships will also be more heavily armed.

Contracts for the construction of 411 of these ship have already been let, with mass production getting under way this fall and deliveries expected by the spring of next year.



These SIU brothers held the spot light in jam-packed Constitution Hall in Washington, D. C., on May 21 when AFL workers from all over the country met for a victory rally. Survivors of torpedoings, these brothers were presented to the audience and told briefly of their record at sea.

Reading left to right: Matthew Dushane, SIU Washington representative; unidentified brother; L. H. Cheatham; Walter Hass; Joe Flanagan, Baltimore Agent; Captain John Mattson, MMP; William Green, President of American Federation of Labor; Harry Lundberg, SIU President; Charles Reid; W. Green, and Lou Wheaton.

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REPORT ON WASHINGTON

BY MATTHEW DUSHANE

Selective Service:

I attended a conference at Selective Service headquarters regarding the question of deferment for Union officials in the maritime industry. All the maritime unions were represented with the exception of the MMP. The conference ended up with General Hershey suggesting that the union send in the names of their duly elected officials, how many ports the unions maintain hiring halls in and the officials in each port. How many the union feels are absolutely necessary to carry on the work, whether they can be replaced and how long it will take to replace them.

Also, the Agents should outline the work they are doing in manning the ships, and the necessity of having experienced officials who have been duly elected and whose duty it is to see that the ships are sailing on schedule and that they do not miss the convoys.

I advise the Agents to send their names, the patrolmen's names, and their draft status. Even if an official's name is above the draft age his name should be sent into the respective headquarters of the unions so that the Secretary-Treasurer can compile them and send them to Selective Service.

Maritime War Emergency Board:

The Board held its regular meeting last Wednesday and the following was on the agenda: 1. What do you consider an attack? 2. Determination of an attack. 3. How do you define the limits of a port (a) off shore (b) on shore. 4. How do you define the limits of the anchorage?

My statement regarding an attack is that it should not be limited to enemy attack, as there may be cases where vessels may be within range of allied man of war when they are firing the crews might be injured. We feel that if they are within any area wherein there is an attack regardless of who is doing the attacking, the crews should be entitled to bonus. There may be cases where planes may drop their loads on allied vessels and we also feel that in cases of this sort, crews should be entitled to bonuses and not have the board contend that the bombs dropped were from allied planes, and therefore was not an enemy attack.

In a brief submitted to the Board last year, to be exact it was Aug. 5, 1942, we urged that the Board give consideration and extend the benefits for injuries and defined these injuries as resulting from—

"The discharge of any missile (including liquids and gas) the use of any weapon, explosive or other noxious thing, the doing of any injurious act, either by the enemy or in combatting the enemy or in repelling an imagined attack by the enemy, injuries caused by the impact of any enemy aircraft, or any aircraft of the United States or Allied powers or any part of or anything dropped from any such aircraft."

The Board, in their second seamen's war risk insurance, with the

exception of the lowering of the benefits for loss of an eye and foot, in the Public Law No. 17, has attempted to cover seamen for injuries under the terms of the quotation above. It seems to me that in the Board's determination to find out what the union considers an attack, the above quotation should be considered as definition of an attack.

On the question of determination of any attack, we could not answer this question before we were supplied by the Navy information as to whether the master was permitted to make entries into the log book when there is an attack.

The Navy submitted a memorandum to the Board that the master is not permitted to make any entry in the log book when there is an attack on his vessel, or in any area where the vessel may be attacked.

On the question of defining a port, I contend that the limits of the port should be at No. 1 sea bouy, or if a pilot is taken on board outside the sea bouy, then when the pilot comes aboard. And in addition to this limit, it should be extended further out to sea for a distance of at least ten miles so that the vessel has more maneuverability in the event of an attack.

At the present time the Board has ruled that the Thames Estuary is not to be considered payable for a bonus if vessels in the Thames River are entitled to bonus. The inshore limits of a port should be, in my opinion, five miles in shore from the docks.

We have had cases where Lon-

don was being attacked but how far back into the city of London this attack occurred was never determined, as it was considered an area. We all know that London extends over ten miles back from the docks. All cities are not as large as London, hence, when any city with an area of less than a mile from the docks is attacked, crews would not be entitled to any bonus if the attack was outside of the city area. It seems to me that a limit must be set up if we are to eliminate confusion when the crews pay off.

We have had some cases where crews have claimed that there was an attack in the areas that they were in and the Board ruled that the bombs fell outside of the city limits and the crews were not entitled to any bonus.

On defining the limits of an anchorage, my contention was that any time a ship is at anchor, regardless of where it is anchored, the crew should be entitled to a bonus if there is an attack within the vicinity of the vessel.

Ed Coester, Agent of the SUP in Seattle, sent me a telegram requesting that action be taken whereby the port area bonus outside of Cape Spencer 136 degrees West Longitude be restored to where it was prior to March 1, 1943. This telegram was read to the Board and is part of the record. No answer was given by the Board on what action they are contemplating on this request.

In summing up my testimony, I stated that the Union has urged the Board in advisory meeting to restore all the port and area bon-

(Continued on Page 3)

In Memoriam

BOCHULSKY, STANISLAW	FOW
BROWN, EARL L.	Cook
BROWNING, ROBERT F.	Wiper
CHANDLER, CURTIS	Messman
FOUNTAIN, W. O., Jr.	O.S.
FUNK, LEONARD	Oiler
HARRIS, HARRY	Cook
HEUBNER, CARL	Oiler
HUEBNER, HERMAN	Messman
HUTCHINSON, HERMAN	Messman
KARDOS, CHARLES	A B
MUEHLE, ERIC O.	Bosun
MURPHY, JOSEPH	Fireman
REA, JOHN A.	Oiler
REED, CLYDE, Jr.	Wiper
SALZMAN, CARL F.	Steward
SANCHEZ JUAN	A B
SOBERBERG, EDGAR	A B
SPIVEY, CLAYTON	Oiler
STEPHENS, CHARLES	Messman
THOMAS, JOHN	Wiper
THOMAS, THOMAS J.	Chief Cook
TOBIASSEN, TOBIAS	A B
TURNER, LEMUEL	Cook
VON DOLTEREN, ANTHONY J.	Utility
WALDMAN, JOHN	Bosun
WELSH, THOMAS W.	Oiler
WHITE, CHARLES T.	Messman
WHITE, THOR	O.S.
WOLTJEN, ALFRED	FOW



I want to be a worker when I grow up. Mr. Rickenbacker says none of them work.

FT. LAUDERDALE

The members of this Union who sail as messmen will be very happy to know that their wages are now \$177.00 per month. Yes, that is the truth, it was in the newspaper. And the free press of this great country demand truth and decency, or so they say.

Mr. Henry McLemore, who believes that the merchant seamen owe their lives to the Navy Gun Crews on merchant ships, states that these gun crews are winning the battle of the Atlantic in spite of the fact that they are required to work ten hours a day, and while in battle or under attack they often stand by their guns twenty-four hours straight. For this, Mr. McLemore says, they receive \$50. per month as compared with \$177. per month and 100% bonus paid to the messmen of the merchant crews. Mr. McLemore's generosity goes even farther. He gives the messmen Saturday afternoons, Sundays and Holidays off, and they are never required to work more than eight hours in one day. Of course Mr. McLemore doesn't mention that in addition to their eight hour day the messmen, as well as the rest of the crew, are required to pass ammunition and participate in gun drills. While under attack everybody works and nobody sleeps.

J. K. SHAUGHNESSY,
Agent

GALVESTON

Shipping and business is dead as far as we are concerned, and to top that off the RMO office in Houston has given the Shipping Commissioner orders not to issue any more seaman's papers, unless the man appears with a letter signed by them. Well, in the May 20th issue of the Wash. Merry-Go-Round by Drew Pearson he stated that the WSA was staying up nights, conspiring and figuring how in the hell they could drive the Maritime Unions from the seas.

To begin with it is unconstitutional to refuse a citizen of the U. S. Seaman's papers. Every one is entitled to sail the seven seas to make an honest living. Not just those that the RMO can keep the finger on. It is time to see who, and where these WSA and RMO stooges and fellow travelers have the right to deprive a man from going to sea just because he cannot pass their requirements. While I was in Washington this was going to be attended to. But they have clamped down harder on us. Every day on the radio here you can hear, "You bet I am going back to sea. All qualified men wire the WSA in Washington, collect, your rating and the date you can ship. Now is your time to serve your country in the Merchant Marine."

Well, right here I have enough men to man two ships and they are qualified men. But to go through the RMO office they all say no. Next week I will give you some inside dope on the U.S.S. that is taking place here in Galveston. Although the SIU, Master Mates & Pilots and the MEBA, ACA and the CTU are against opening, and running a money wasting, job trust and an easy life for the charity fakers, the NMU is the only outfit, along with the shipowners, who are backing it. In as much as it is evident that the seamen are supposed to be generous, it might be a good ideal for the people located in Washington. It would be a good idea for the seamen to take up a donation and buy a music box for the War Shipping Administration

WHAT'S DOING

Around the Ports

to install on this Merry-Go-Round, so life there won't be so dull. I hope that the general public will take note of these facts and remember when they are being led to believe that the seamen of this nation, along with other production and transportation workers, are not wholeheartedly cooperating for a successful prosecution of this war for freedom.

Greater love of country hath no man than this—that he gave his life to its fullest measure in the

service of his country, and to the vessel in which he served. We mourn our dead, honor and still fight for our living members.

E. R. WALLACE, Agent

NEW ORLEANS

Things are still on the beam around here. Members walk up to the dispatcher's window and start talking about monies due them from the Joe Blow that never sail-

ed, etc., etc. When you stop them and ask what ship, where did you pay off, why didn't you take it up there, then you receive—the full blast of the old bla bla. "I pay my dues, I demand my rights, I am and have been a member since away back when." (This organization by my figures gathered in conversation with this type member is at least four hundred and fifty years old). In other words, if you take a beef from one port to another for God's sake bring something besides a whiskey breath to back your argument.

Lately we have been having a little trouble here with the super-duper militants that raise hell on pay off day with three or four drinks under their belts. The same guys kiss all trip at sea and in ports they stick the other guys to stand their watches. These gents should remember that this demand won't last for seamen longer than the war. When the war is over, then my boys, a lot of records will be looked over and a lot of trouble raisers will be left out.

There is a hell of a lot of difference between the man who brings in his beefs and turns them in to his patrolman or Agent for action, and the donkey that just beefs.

Remember in the port of New Orleans the drunks either settle their own beefs or get off and stay off while the patrolmen does settle them.

Did you ever hear of the ship that was so busy that she couldn't come back home? (Shorty Hughes, Ray Murdo, etc., take note, she is here looking for a crew.)

ARMY, Agent

Twenty Ways Not To Cross The Atlantic

by Harry McRoberts, Richard Thayer and John O'Malley

Listen sailors, and you shall hear
A tale that is long and sad and drear.
An account of a voyage that broke men's hearts,
A tale of woe from the northern parts.

The men who designed this type of ship
Figured to out the percentage of slip.
But they never figured the screw would keep dry
As it missed the sea and spun in the sky.

We left New York on a bleak winter's day
And headed north where the submarines play.
The wolf-packs struck and the wind did howl
And the seas were high and nasty and foul.

They rolled across the boat deck and down the stack,
The port door was lifted right off with a crack.
The bulwarks split as she pitched and tossed
And the life boats loosened and then were lost.

For sixteen days she rolled and she pitched
While the crew lay below and swore and bitched.
'Till the Irish Sea relief did give
And we thought once more that we should live.

We took over Lime Street, invaded its pubs,
And after hours we sought out the clubs.
We took all their women and took all the drinks
And finally left with their curse and a jinx.

They warned us the weather was going to be bad
And sent us to sea—we were driving them mad.
They gave us no ballast and took all our oil,
And sent us to act as a submarine foil.

We headed up north and gave her full steam
'Till we broke her back where Northern Lights gleam.
The bow-it did pitch while the stern stayed still,
For she was hinged like a door on a windy hill.

We put the sea on her quarter to ease her shell,
And headed her for Iceland, straight into Hell.
Run up a lee shore; wind one hundred and ten.
For God's sake, somebody please holler when.

Both anchors down, full steam ahead.
Eighteen fathoms was read by the lead.
That the anchor would hold we all did pray
For the Navy's a million miles away.

But we rode her out and we took her in,
And they patched her sides that were so thin.
They said, "At torpedo junction you have a date,
So put out to sea or you'll be late."

We joined a convoy which was very slow,
And creeping westward we did go.
From here on out 'twas all clear sailing,
Except for this tune that we're now wailing.

Winches broken, steam line fails,
Icebergs, ice fields, growlers and gales.
Convoy collisions, depth charges and fog,
For downright misery we sure were hogs.

Fuel oil is low and the grub about out.
The crew from their quarters are beginning to shout.
Some have the scurvy, and some have the itch.
We doubt if we'll live to fill out this hitch.

When off from our bow "The Lady" does stand—
The one with the light held high in her hand.
At us she may look as we're inward bound,
But she'll never guess our feeling profound.

HONOR ROLL

S.S. Daniel Huger	\$33.50
S.S. Benj. Bourn	33.00
S.S. Schoharie	28.50
S.S. City of Savannah	16.00
S.S. James Dunn	15.00
S.S. Joseph Hewes	15.00
Henry Harzold	14.00
Steward Dept.	
S.S. Francis Marion	12.00
B. Barton	12.00
T. C. Heard	8.00
Edgar Teague	8.00
S.S. Cubore	7.50
S.S. Lamar	7.00
S.S. Gateway City	7.00
C. Matthews	6.00
A. Smith	6.00
T. Paul	6.00
J. P. Brennan	5.00
F. Parks	4.00
S. S. Wheelock	3.00
J. Stickney	3.00
F. DeHaney	3.00
A. S. Nelson	1.00
	\$252.00

Personals

GEORGE R. LANG
Your union book is in headquarters office.
* * *
A. BYRON COFFIN, Jr.
Your papers have been found and turned into headquarters office.
* * *
J. McKEON
Please contact your much worried wife. She promises to fix up all difficulties if you will return.
* * *
A. MILFORD
Important that you drop into the headquarters office next time you are in New York City.

Washington Report

(Continued from Page 2)
uses that were in effect prior to March 1, 1943, and to the original port and area bonuses of \$125 for every entry a vessel makes in the port or area. It is my opinion that the Board cannot administer any attack bonus with any sense of fairness, as it is too cumbersome a job for the Board to get all the available information as to when there was an attack. Particularly in view of the fact that the master of the vessel is prohibited from making entries in the log book when there has been an attack. Past experience with the Board has shown us that the word of the master or members of the crew is insufficient evidence to satisfy the Board that there has been an attack. Hence the Board must rely on other information to satisfy a claim for bonus. This information from other government sources is not always available to the Board, and the unions are not supplied this information by other government agencies. In most cases the agencies which supply this information are the Army and Navy departments.
The present system of administering the attack bonus does not seem to be satisfactory. Nine out of ten cases are submitted to the Board by the Union are disqualified by the Board and no bonus is payable. In the majority of these cases the Board has ruled that from the information that they have

there was no attack and no bonus is payable.
I fail to understand why ships crews would put in a claim for a bonus if there had been no attack. The officers are in a position to substantiate their claims. But the officers' and crews' words are not considered as being trustworthy, at least according to the majority of the decisions handed down by the Board.
It therefore becomes apparent to me that the attack bonus cannot be properly administered by the Board and the only logical bonus that the Board can determine with any fairness, is the system that the Union and the operators had agreed upon prior to the War. And that is, every time a vessel enters any port or area the crew would be entitled to a bonus for the additional hazard encountered in entering these ports or areas.



PETER JACKSON P 8017
EDWARD BIRCH
J SCORTINO
J. B. PILGRIM
O. BOUCHE
GEORGE H. ALDRIDGE
BOYCE BARTON

Dept. Of Commerce Clarifies Wage Computation For Seamen

Radio Commentators' Ancestry Is Traced

By J. K. Shaughnessy

Did you ever try to figure out where the snakes went when Saint Patrick drove them out of Ireland? Well, I have, and for years I was in the dark on this reptilian question. At long last the dawn has come.

When the slimy creatures were routed from the ooze of old Erie's swamps and bogs they grabbed the first cattle boat for these United States, and took jobs as newspaper columnists and radio news commentators.

A newspaper columnist or newscaster will not become a success nor will he last long if, 1. He tells the truth, the whole truth and nothing but the truth. 2. If he believes the country belongs to the people and as such should be run by the people.

On the first subject we can take for an example the steamroller that went through the U. S. Senate and the House of Representatives last week. It was commonly known as the "Anti Strike Bill." This bill does not have the support of the people, nor was it passed for the benefit of the people. Yet for weeks, prior to the passage of the bill, the press and radio published statements that the people were clamoring for the enactment of such a bill.

This was a half truth, the people, a small percentage of the people, were demanding the passage of the bill, but the vast majority of the people were never in favor of such legislation. The proponents of the bill, violated the first principle of the bill in the manner by which they steamrollered it: over the President's veto. The Act requires a cooling off period before a vote to strike can be put into effect. Yet they themselves would not allow a cooling off period, but demanded that a vote be taken immediately to override the veto of the President. Without an opportunity to think over the effect of their action, the members of Congress were forced into voting on a question that vitally effects the everyday lives of the people. Yet the loud-mouthed capitalist stooges that are supporting the bill demanded that the representatives of the people vote without consulting the people they are representing. The people do not want this bill and never will want it.

MONEY DUE

STEPHEN MORGAN, KNUT CATO, E. M. ALLAIN: You have two months, nine days difference in Fireman and Watertender pay, and one month, nine days bonus coming from the Waterman Line.

Deck Department which made last voyage on S.S. George Gale has overtime coming from Mississippi Line.

Entire Deck Department of S.S. Josiah Parker has overtime dues Collect Mississippi Steamship Company, New Orleans.

Steward Dept. S.S. Fitzburgh Lee have money due from Smith & Johnson, 80 Broad St.

Deck & Engine Dept. S.S. Samuel Griffin having personnel effects claim see Robin Line claim agent, 39 Cortland St., N. Y. C.

Steward Dept. S.S. Broholt Livingston have overtime coming. Collect Bull Line.

J. McLEON: Four hours due from Mississippi Shipping Company.

T. RAYMOND: \$42.50 coming from the S.S. Tarleton Brown.

Oilers on last trip of S.S. Dal Norte have overtime coming. Collect from Mississippi Line, 17 Battery Place, New York City.

Firemen on S.S. Richard Alvey have overtime coming. Collect Bull Line, New York City.

Crew S.S. Francis Marion have attack bonus due. Collect Robin Line, New York City.

Firemen and Ordinaries on S.S. Livingstone have overtime due. See Goffin, New York Branch.

Crew S.S. John Stevens and S.S. Pan Gulf have attack bonus coming. Collect Waterman Line, 19 Rector St., New York City.

The U. S. Department of Commerce has issued to all Shipping Commissioners a clarification as to the procedure for computing seamen's wages. Printed below is the directive. It should be studied by all brothers so that they can't be shoved around on the question of pay.

To United States Shipping Commissioners, Collectors and Deputy Collectors Acting as Shipping Commissioners, and Others Concerned:

The following rules will be observed by United States shipping commissioners and collectors and deputy collectors of customs acting as shipping commissioners in computing amounts due American seamen as wages—

1. The date written in the column of the shipping articles headed "Time at which to be on board" is taken as the time when a seaman's wages should commence, provided he was on board or duly presented himself to go on board at that time.

If he went on board before that date with the consent and subject to the orders of the master, he is deemed to have commenced work and to be entitled to wages from the date of going on board.

If he failed through his own fault to join the ship at the time

specified in the articles, his wages accrue only from the time at which he went on board and reported for duty.

Disputes in regard to the time when the wages began to accrue rarely involved more than 1 or 2 days, and they are usually adjusted by the ship's log, although if there is doubt arising from the absence of proper entry in the log or suspicious interlining, or other cause, the seamen's statement may be accepted.

2. The column in the shipping articles headed "Place and date of signing this agreement" contains the date of the agreement. It does not indicate the time when wages are to begin.

3. The agreement is considered as referring to calendar months, defined as the time from any day of a month, to the corresponding day (if any, and if not, to the last day) of the next month.

For example:

- January 29 to February 28 is 1 month
- January 31 to February 28 is 1 month.
- February 28 to March 27 is 1 month.
- March 28 to April 27 is 1 month.

4. In computing the amount due for a fraction of a month, 30 days is counted as a month without regard to its length. For example, 5 days in any month are one-sixth of a month.

5. Any fraction of a day is

counted as a whole day. For example, from the afternoon of March 1 to March 4, both inclusive, is reckoned as 4 days; and from March 1 to the forenoon of March 4, both inclusive, is reckoned as 4 days.

But if a seaman be entitled to wages from the afternoon of one day to the forenoon of another day, the two fractions of a day are considered as 1 day only. For example, the time from the afternoon of March 1 to the forenoon of March 4, both inclusive, is 3 days.

6. In computing the amount of wages due, the number of calendar months (commencing on the day on which wages began to accrue) is to be determined first; to this is to be added the fractional part of a month determined by counting each and every day beyond the final day of the last full month.

For example:

- January 29 to March 3 (inclusive) equals 1 month 3 days.
- January 31 to March 3 (inclusive) equals 1 month 3 days.
- June 15 to October 13 (inclusive) equals 3 months 29 days.
- June 15 to November 13 (inclusive) equals 5 months.
- June 15 to November 14 (inclusive) equals 5 months.

Approved:

SECRETARY OF COMMERCE

DUTCH GAINS MADE BY I.T.F.

(Continued from Page 1)

In addition to living cost allowances, Dutch seafarers incapacitated for ship duty received monthly wages ranging from £3 for boys and £4 for ordinary seamen to £5 for an A.B. and £5.10.0 for higher ratings. These payments may be reduced by 40% or less in all cases where other suitable employment has been procured. Men placed in hospitals, sanatorium or nursing homes are not entitled to living cost allowances. Funeral expenses are borne by the Netherland authorities which may also contribute to the funeral expenses of a member of the seaman's family.

EDITOR'S MAIL BAG

Editor:

Would you kindly insert in the Log a word of thanks from the crew of the S.S. John Henry to the chief steward C. G. Bailey.

Our ship was on an eleven month voyage and Brother Bailey gave the crew the greatest cooperation and should be commended for it.

(signed)

- Joe (Windy) Walsh
- S. A. Stansbury
- Joe Lightfoot
- B. F. Gordy
- Albert Jackson
- Herbert Clark
- Charles Riddle
- John H. Williams, Jr.
- Francis N. Kelley
- Dale Housner
- Edwin J. Baer
- Alva Mogensen
- Lester F. Hath

Out of the Focs'l

by J. L.

The Navy states that the enemy subs have been beaten, but the SIU lost more ships for the months of May and June than we did for any previous month except in June '42. It raised our casualty list to 743 brothers lost through enemy action. We don't know who is being fooled by our Government withholding information concerning the loss of merchant ships and their personnel. The enemy questions the crew of each torpedoed ship and knows the names of the ships. We suppose this question will not be answered until after the war is over.

△ △ △

The Bull Line is living up to its bad reputation as to handling survivors of their torpedoed ships. Recently, one of their ships was torpedoed and the crew reached Ascension Island after ten days. They were given one day's rest and then were told that they would have to break a certain quantity of rocks and carry cinders and if they didn't do their quota of work, they would be forced to work longer. If they still refused, the Captain told them that his man stationed on the Island would be glad to shoot them on the slightest occasion. That is the way merchant seamen are treated when they get torpedoed.

△ △ △

The WSA and the USS inform the public of what good they are doing for the unfortunate seamen. When survivors arrive at a foreign port the WSA representative has them shoved into a hold of any ship that is in port. He does not concern himself with whether these men get anything to eat . . . they just have to shift for themselves. Then when they arrive at the first American Port the FBI and Naval Intelligence hound them every minute and won't let the boys contact their Union and they don't care if the boys have any money or a place to sleep in.

The USS brags about the six million dollar funds they have on hand, but little is done for the boys who are torpedoed, except those guys who hang around the Furusetth Club and were torpedoed in a bath-tub. Everyone is making money on the seaman and he's the goat.

N.M.U. SABOTAGES OFFICERS' BEEF ON PRICES

(Continued from Page 1)

Warning to the seamen: Be on the alert; these self-styled "friends of the workers" are flooding the schools and are sailing as officers. Their servile attitude toward the (shipowners') WSA makes them dangerous to the existence of all militant seamen and their unions. Once more, be on the alert!

—Third Mate

ATLANTIC AND GULF SHIPPING FOR COMPLETE MONTH OF JUNE

	DECK	ENGINE	STEWARD	TOTAL
SHIPPED	987	654	602	2,243
REGISTERED	536	609	295	1,440
ON HAND	316	281	274	871