

MWEB Slashes Bonuses

MONEY DUE

ALCOA POINTER Black Gang overtime settled. The following men have money coming at the Company's office, 17 Battery Place, New York:

A. FLANAGAN	\$.71
W. A. LAMM	33.48
C. GAUTHREAU	9.87
F. SWANSON	11.46
G. BLAKE	1.38
C. SCHULTZ	.71
B. McKAIN	.71
H. GILLESPIE	5.04
S. LOWRYMOWICZ	5.73

NOTICE

All men who took out new membership on the SS William Wirt, Alcoa Line, March 8, 1944, please contact Claude Fisher, N. Y. Stewards' Patrolman with your receipt.

VINCENT A. GILLEZEAU
MANOEL GOMES
PETER L. DAVERSON
EVANGELOS KOWNDOURAKIS
ALBERT ANDERSON HATT

Seamen Disability Pay Is Reported O.K. By Committee

WASHINGTON, March 7 — Legislation to provide lifetime compensation for permanently disabled merchant seamen has been approved by the House Merchant Marine Committee, according to the Journal of Commerce.

Under existing law, merchant seamen are covered by War Shipping Administration insurance to the extent of \$5,000 for permanent total disability, if paid in a lump sum, or \$7,500 if paid in monthly installments.

Under the usual payment plan of \$150 monthly, the benefits are exhausted in fifty months.

The committee said it considered this coverage "inadequate" in cases where the age of the seamen will cause the disability to last after all payments have been made.

"It is felt that the WSA should be able to provide adequate compensation for the duration of the disability which, in many cases, will be for the life of the injured person," the committee added.

The bill (HR 4163) would authorize the WSA to make "adequate payments" for permanent total or partial disability "as long as such disability resulting from causes relating to the war effort exists."

Cuts Decided Over Protests Of Union Representatives

Special to the Seafarers' Log

WASHINGTON—With the brass of a Shell-and-pea artist on the boardwalk of a carnival the much-tilted Capt. E. Macauley of the Maritime Commission, the War Shipping Administration and Chairman of the Maritime War Emergency Board, sat in at a meeting of the Advisory Committee to the MWEB, held here Feb. 23, and assured the representatives of all the maritime unions representing sea-going personnel that no slashes in the bonus scales were being contemplated by the members of the MWEB.

At the hearing he objected to a headline and story published in the LOG of Feb. 4, which pointed out that the "MWEB Would Cut Our Wages," through slashing the bonuses, despite the fact that this nation and the Allies are:

"In the midst of a war which has been largely (so far) a struggle of supply and transportation, a war in which the heroism and self-sacrifice of the merchant seamen made possible military operations in Europe and in the Pacific, a war in which the merchant marine has suffered greater proportional casualties than has either the Army or the Navy, a war in which civilian seamen voluntarily gave up the comfort of home to face storms and subs and bombings so that soldiers might have bullets and food—in the midst of such a war the Maritime War Emergency Board is proposing a slash in the wages of the wages of the already underpaid merchant hero."

Seamen's Wages Not High

The story also showed that the wages of a merchant seaman, inclusive of bonuses, were not as high as those paid for the soft berths ashore in the shipyards, and in shore-side industries where many of the old-time seamen now plying the danger waters were working prior to the call of their country to man ships and supply the Armed forces.

According to page 2 of the minutes of the Feb. 23 meeting Macauley declared:

"Unfortunately, I have noted in one of the union's publications recently, in a prominent leading article, the fact that the Maritime War Emergency Board is going to reduce the seamen's wages. You know, and we know, that the board has no authority to reduce or increase your wages. You know and we know that the bonuses are not part of the wages, although they have in great measure come to be considered as wages. Let me assure you that the board has no intention of removing or reducing bonuses where the war risk and hazard

has not declined. ***" (Log's emphasis).

Questions For Capt. Macauley

(Capt. Macauley's statements call for the following questions:

(1: Why, if such were not a "fact" [as he terms it] should he term it as such?

(2: If seamen's bonuses aren't part of their wages, then, why are they logged—as part of their accrued earnings [real wages]—when such loggings occur?

(3: If such reductions were not contemplated why were such decided by the Maritime War Emergency Board—without their legal power to do so?) For most all the representatives of the seafaring unions went on record as stating that the purpose of the meeting was beyond the legal jurisdiction of the Maritime War Emergency Board under its ascribed Statement of Principles which made all signatory to the creation of the NWEB; labor, government and shipowners. For no dispute existed between any labor organization and representatives of the industry.

Doesn't Like Protests

In addition to the outlined statements of Macauley, above, he asserts, also, on page 1 of the minutes that the members of the MWEB didn't "want a flock of telegrams and letters coming in saying 'We protest against reduction or doing away with the bonuses'."

And in other words showed himself as a member of a Hitler-like board which didn't want any protests of its actions and which would in effect say to the seamen and their representatives on the Advisory Committee: "Don't tell us what the seamen want—for we will sit back and give the ruling whether you or the seamen like it or not. (N.B. This was the attitude that Hitler took).

While Macauley tried his shell-and-pea game he sat back comfortably to await his opportunity to slash the bonuses for seamen sailing war-torn waters while still crying that the Maritime War Emergency Board was not going to reduce them.

For it was the unanimous opinion of all the union representatives of the Advisory Committee that there be no tampering with the existing bonuses in all extreme danger areas and that such bonuses be increased for the added hazards now being encountered in some areas and ports. The only man for cutting bonuses was Frank Taylor of the shipowners.

Board Whips Up Witches' Brew

Despite this Macauley and his so-called "board" have whipped up a witches' brew of demarkation lines over the chart of the world.

None of the cuts they arbitrarily make are comparable to the considerable hazards and dangers that still exist under a war-time condition at sea: For crews are called upon to sail waters still infested with submarines and continue to ply into the widening war theaters where an ever-present danger of aerial bombing, attacks by Naval and mystery craft, shore artillery, as well as captive and floating mines still exist. Indeed, one speaker at the meeting of the Advisory Committee meeting brought out the point that the danger of abandoned mine fields as well as that of floating mines was one which might otherwise be considered fairly safe by the MWEB but unsafe as far as the seamen plying them were concerned.

No Logical Rule

And the judgment of this is seen in the consistent attempts of the bureaucrats of the NWEB to oppress the seamen of the merchant marine. For the MWEB has applied no logical rule whereby the present action could be compared with the past bonus scales paid, officials of the Seafarers International Union declare.

The Union's officers point out that the MWEB put a high ceiling of 100% on the bonuses, where the dangers were considered greatest, without regard for the attacks sustained and the dangers encountered; but they put no ceiling on the number of attacks, sinkings and death toll or threats of dangers to be undergone by the seamen. Thus by

Senders Cautioned On Seamen's Mail By Navy, Again

The War Shipping Administration has been notified by Naval postal officers that letters to seamen are being improperly addressed, often in violation of national security rules, WSA announced.

Failure to use the proper form in addressing mail destined for merchant seamen results in delay in delivery and in some instances actual loss.

To insure delivery, the following form should be used:

Seaman's name
Name of ship
C/o Postmaster San Francisco
New York or New Orleans (depending on coast from which addressee sailed).

The return address of the writer should appear in the upper left hand corner and the name of the steamship company in the lower left hand corner. The address of the steamship company should not be given.

In a number of instances, in direct violation of national security rules, letters have been addressed to a specific street address or place name of a foreign country. Addressing mail to any other than the proper port, in care of the postmaster, as noted above, only delays its reaching the seaman.

cold reasoning if the dangers at sea mounted from 100% to 500% (which they did) then the bonus figures should have been just that much greater by mathematical progression in percentage.

However, the MWEB is not using the pattern of 100% low-ceiling hazard as a basis for seamen retaining the voyage bonuses.

Unions Against Downward Revisions

When it comes to stealing money from the seamen's pockets the shell-and-pea artists in Washington—who never sail any ships—as well as Curran and the NMU-shipowner combine take the allegations of Naval officials that sinkings and dangers are declining, since there have been none reported in the public press, and they use such as a basis to slash seamen's earnings and would revise the scales on the alleged declining percentage of sinkings.

The Union took the position in the hearings—as did the representatives of all bona-fide marine

(Continued on Page 4)

New MWEB Bonus Decision

MARITIME WAR EMERGENCY BOARD

DECISION 2 B

BONUS

The Maritime War Emergency Board today announces this Decision with respect to Bonus.

ARTICLE I. VOYAGE BONUS, AREA BONUS AND VESSEL ATTACK BONUS REQUIRED

Voyage bonus, area bonus, and vessel attack bonus shall be paid under this Decision to licensed and unlicensed personnel employed as regular crew members on United States flag vessels of the American Merchant Marine.

ARTICLE II. VOYAGE BONUS CLASSIFICATIONS

Classification I — 100% Bonus — \$100 Monthly Minimum

Voyages or portions of voyages while within the following waters:

A. European Area— All waters with the area bounded on the east and south by 60° east longitude to its intersection with the north coast of Russia and thence following the coast of continental Europe to its intersection with 90° west longitude on the north coast of Spain; and bounded on the west by 90° west longitude.

B. Mediterranean Area — All waters within the Mediterranean Sea east of a line from Cape Spartel to Cape Trafalgar, including the Adriatic Sea, the Aegean Sea, the Black Sea, the Sea of Azov and the Sea of Marmora, the Dardanelles and the Bosphorus.

C. Pacific Area — All waters within the area bounded on the north by 60° north latitude; on the east by the 180th meridian; on the south by 13° south latitude; and on the west by 90° east longitude and the coast of continental Asia.

Classification II—66-2/3% Bonus — \$80 Monthly Minimum

Voyages or portions of voyages while within all waters not included in Classifications I, III, or IV.

Classification III — 25% Bonus — \$30 Monthly Minimum

Voyages or portions of voyages, not included in Classification IV, while within waters of the Pacific Ocean east of 136° west longitude and west of a line drawn due south from Cape Horn.

Classification IV—No Bonus

Voyages or portions of voyages while within inland waters of the Western Hemisphere. For this purpose the Western Hemisphere shall include the Hawaiian Islands, Bermuda, Greenland, the east coast of Central and South America in the Caribbean Area and the West Indies, but shall not include Iceland, Alaska (west of 136° west longitude) and the Aleutian Islands.

The following waters are classified as inland waters of the Western Hemisphere:

A. The inland passage to Alaska defined as follows:

i. Waters to the eastward of a line drawn from Cape Flattery, Washington, to Pachena Point Lighthouse, Vancouver Island, and all waters to the northward and eastward of Vancouver Island.

ii. Waters to the eastward of a line drawn from Cape Scott, Vancouver Island, to Cape St. James, Queen Charlotte Islands, including the waters of Queen Charlotte Islands (Hecate Strait).

iii. Waters to the eastward of a line drawn from Cape Know, Queen Charlotte Islands, to Cape Muzon, a coastal line drawn from Dall Island (Dixon Entrance).

iv. Waters to the eastward of a coastal line drawn from Cape Muzon to Cape Bartolome and thence to Cape Ommaney, and Cape Edgecomb at the entrance to Sitka Sound.

v. Waters to the eastward of a coastal line drawn from Cape Spencer, the entrance to Cross Sound.

B. Hudson Bay, Hudson Strait, Ungava Bay and Frobisher Bay, west of a line from North Foreland on Loks Island to Black Bluff on Resolution Island and west of a line drawn from Acadia Cove on Resolution Island to Cape Chidley.

C. Puget Sound east of a line drawn in the Strait of Juan de Fuca from Cape Flattery, Washington to Pachena Point, Vancouver Island.

D. The St. Lawrence River west of Father Point.

E. The Panama Canal

F. The Strait of Magellan, defined as follows:

(a) **Atlantic boundary line:** A line running in a southerly and easterly direction from Direction Hill (Cerro Direccion) on the northern shore of the First Narrows to Anegada Point located on the southern shore of the First Narrows:

(b) **Pacific boundary line:** A line running in a northerly and easterly direction from Felix Bay Light Tower located on an island in Felix Bay off the southwesterly shore of Sea Reach (Paso Del Mar), to the Fairway Light Pyramid located on the west side of the largest Fairway Island.

G. The Great Lakes; and inland waters, harbors, rivers, sounds, bays and gulfs on the United States as defined in "Rules & Regulations, series No. 16, Bureau of Marine Inspection & Navigation, Department of Commerce, Pilot Rules for certain inland waters of the Atlantic and Pacific Coasts and the Coast of the Gulf of Mexico" dated May 28, 1940.

H. Ports or other inland waters of the Western Hemisphere, either as specifically defined in this Classification or as may be defined from time to time by the Maritime War Emergency Board.

ARTICLE III. AMOUNT OF VOYAGE BONUS

Voyage bonus should be based

on transit of areas of risk and computed as follows:

A. Voyage bonus shall be computed on basic and special emergency wages, excluding overtime, penalty time and other extra compensation.

B. Voyage bonus equal to 100% of wages shall be paid for voyages in Classification I, but not in any case less than \$100 per month or a proportionate sum for a part thereof.

C. Voyage bonus equal to 66-2/3% of wages shall be paid for voyages or portions of voyages in Classification II, but not in any case less than \$80 per month or a proportionate sum for a part thereof.

D. Voyage bonus equal to 25% of wages shall be paid for voyages or portions of voyages in Classification III, but not in any case less than \$30 per month or a proportionate sum for a part thereof.

E. No voyage bonus shall be paid for voyages or portions of voyages in Classification IV.

ARTICLE IV. TIME WHEN VOYAGE BONUS PAYMENTS START AND STOP

A. Voyage bonus payments shall become effective at midnight prior to the day during which the vessel departs from waters included in Classification IV and enters the high seas.

B. Voyage bonus payments shall cease at midnight of the day during which the vessel departs from the high seas and enters waters included in Classification IV.

C. Changes in voyage bonus rates between Classifications I, II and III during a voyage or part of a voyage while on the high seas are effective as of midnight prior to the day during which the vessel crosses the line demarking the new Classification.

ARTICLE V. AREA AND VESSEL ATTACK BONUS

A. AREA BONUS

In addition to voyage bonus payable under Article II, III and IV, area bonus at the rate of \$5.00 per day shall be payable to each crew member of a vessel within any of the areas specified in Classification I of Article II, including periods during which the vessel is in port or at an anchorage. Area bonus shall commence as of midnight prior to the day during which the vessel enters the area and shall cease at midnight of the day during which the vessel departs from the area.

B. VESSEL ATTACK BONUS

In addition to voyage and area bonus, vessel attack bonus of \$125 shall be payable to each crew member of a vessel (1) which is destroyed or substantially damaged as a result of enemy attack or (2) on which any person is

killed or seriously injured as a result of enemy attack. Vessel attack bonus shall be payable whether the vessel is within or without any of the areas specified in Paragraph A above, and whether the vessel is in a port or at an anchorage or on the high seas. Only one vessel attack bonus shall be payable in the course of any passage of the vessel between ports or anchorages. A passage between ports or anchorages shall be deemed to commence at the time the vessel departs from a port or anchorage and to end at the time the vessel departs from its next port or anchorage. Shifts in berth shall not be deemed passages between anchorages.

ARTICLE VI. PERIODS DURING WHICH VOYAGE, AREA, AND VESSEL ATTACK BONUS PAYABLE

A. DURING ORDINARY COURSE OF VOYAGE

Voyage, area and vessel attack bonus shall be payable to a regular crew member of the vessel on which he is employed during the course of his employment aboard such vessel.

B. WHEN BONUS PAYABLE AFTER SEPARATION FROM VESSEL AND DURING REPATRIATION

(1) If a crew member is separated from his vessel as the result of a peril described in Article 3, as amended, of the form of insurance policy attached to Decision 1A, bonus continues payable to such crew member until midnight of the day on which he reaches a port.

(2) If a crew member is repatriated to the United States after separation from his vessel as a result of either:

(a) a peril referred to in paragraph (1) above, or

(b) illness or injury incurred in the service of his vessel and not occasioned by his wilful misconduct, bonus shall be payable to such crew member during his repatriation from midnight of the day prior to which the vessel or other conveyance on which he is being repatriated departs until midnight of the day of arrival of such vessel or other conveyance at a continental United States port.

C. WHEN BONUS NOT PAYABLE AFTER SEPARATION FROM VESSEL

(1) Bonus shall not be payable while a crew member is on land after separation from his vessel.

(2) Bonus shall not be payable during the period that a crew member is detained either by capture by an enemy of the United States or by internment.

(Continued on Page 3)

SEAFARERS LOG

Published by the

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic and Gulf District

Affiliated with the American Federation of Labor

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(Continued from Page 2)

- vessel, he shall be entitled to bonus from the repatriating vessel. If such crew member signs on as a workaway on the repatriating vessel, he shall not be entitled to bonus from the repatriating vessel.

D. NO DOUBLE BONUS

If a crew signs on the vessel on which he is being repatriated, either as a crew member or workway on such repatriating vessel, he shall not be entitled to bonus from such vessel in addition to bonus payable under Paragraph B of this Article VI.

E. DEATH OF A CREW MEMBER

Bonus shall not be payable for any period after death of a crew member.

ARTICLE VII. EFFECTIVE
DATE

This Decision shall be effective on and after 12:01 A.M. of April 1, 1944. The pro-

visions of this Decision shall not be retroactive.

ARTICLE VIII. REPEAL

Decision 2A, and all Amendments thereto, previously issued by the Maritime War Emergency Board are repealed as of the effective date of this Decision, except as to any voyage, area and port attack bonus payable for any period prior to 12:01 A.M. of April 1, 1944.

MARITIME
WAR EMERGENCY BOARD

(Sgd.) EDWARD MACAULEY
Chairman

(Sgd.) JOHN R. STEELMAN

(Sqd.) FRANK P. GRAHAM

Dated: March 14, 1944

Keep In Touch With Your Draft Board

MONEY DUE

The following crew members from the SS SCHOHARIE of the South Atlantic Co. have overtime checks in the following amounts coming. They are being held for them in the New York office of the company.

GAILLARD, AB	\$409.50
ROONEY, AB	409.50
MOHOWSKI, AB	537.50
McQUADE, AB	543.60
POUQUETTE, OS	279.00
COOPER, OS	391.50

Checks are being held for the following at Smith and Johnson office in New York.

SS JAMES M. GILLIS:

HARLEY BRYANT
WILLIAM W. BRYANT
HARRY B. FOX
JAMES CARR
JESSE J. BENTLY
ALFRED W. DEMUELLE
HAROLD S. KEMP
QUINTON COURTNEY
SHYLE HOLLOWAY

SILVIO A. PALMERI
KENNETH R. SCHLOSSER

**SS JOHN GALLUP:
ADAM HARTWIG
LOUIS GOODWIN
HARRY JUSTICE
ANDREW KRONIK
LOUIS BARRETT
JAMES AKERS
DWIGHT CARROLL
ARKADI RAUK**

SS MATT W. RANSOM
HARRY WEISBERG

Personals

Will any of the shipmates of the late Brother Chas. WESSNER, 24286, who died in Georgetown, B. G., in August 1943, while on the SS William Cullen Bryant, please contact Theo. Thomson, Room 213, 2 Stone Street, New York, 4, Sec'y-Treasurer's office.

The map displays the following bonus rules by region:

- North America (USA & Canada):** 66 2/3% OR \$80.00 MINIMUM.
- South America:** 66 2/3% OR \$80.00 MINIMUM.
- Africa:** 66 2/3% OR \$80.00 MINIMUM.
- Europe:** 66 2/3% OR \$80.00 MINIMUM.
- Asia:** 66 2/3% OR \$80.00 MINIMUM.
- Australia:** 66 2/3% OR \$80.00 MINIMUM.
- Antarctica:** 66 2/3% OR \$80.00 MINIMUM.
- Greenland:** 66 2/3% OR \$80.00 MINIMUM.
- West Indies, North, Central & South America & Hawaiian Islands:** NO BONUSES WHILE IN PORTS IN THIS AREA.
- Other Regions:** 66 2/3% OR \$80.00 MINIMUM.

LEGEND—

Bonus Percentage	Minimum Amount
66 2/3%	\$80.00
OR	\$80.00
MINIMUM	\$80.00

ARTICLE V. AREA AND VESSEL ATTACK BONUS

A. AREA BONUS

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ing which the vessel enters the area and shall cease at midnight of the day during which the vessel departs from the area.

B. VESSEL ATTACK BONUS

In addition to voyage and area bonus, vessel attack bonus of \$125 shall be payable to each crew member of a vessel (1) which is destroyed or substantially damaged as a result of enemy attack or (2) on which any person is killed or seriously injured as a result of enemy attack. Vessel attack bonus shall be payable whether

the vessel is within or without any of the areas specified in Paragraph A above, and whether the vessel is in a port or at an anchorage or on the high seas. Only one vessel attack bonus shall be payable in the course of any passage between ports or anchorages shall be deemed to commence at the time the vessel departs from a port or anchorage and to end at the time the vessel departs from its next port or anchorage. Shifts in berth shall not be deemed passages between anchorages.

VOYAGES BETWEEN PORTIONS OF VOYAGES BETWEEN PACIFIC PORTS OF NORTH AMERICA, CENTRAL AMERICA, OR SOUTH AMERICA

40% OR \$40.00

LEGEND—
UNSHADED \$5.00 PER DAY
40%
100% \$40.00

NOTE: The boundaries shown on this chart are approximate and should not be regarded as having official status.

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