

**SECURITY  
IN  
UNITY**

# SEAFARERS LOG

OFFICIAL ORGAN OF THE ATLANTIC AND GULF DISTRICT,  
SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA



Vol. VI.

NEW YORK, N. Y., FRIDAY, MAY 5, 1944

No. 10

## AFL Executive Council Hears SIU On Bonus

### Liberty Ships To Be Named For Two SIU Heroes

WASHINGTON, D. C., May 1—Two members of the SIU who gave their lives during the war that others might live, are to be honored by having ships named for them, the Maritime Commission announced here today, while praising their heroism in high tribute.

The vessels are to be launched on Maritime Day, May 22, in connection with the observance of ceremonies for those who have given their lives at sea while plying war-torn and submarine infested waters.

The launching ceremonies may include the presentation of the Merchant Marine Distinguished Service Medal to the nearest of kin, the announcement said.

Both launchings will take place in widely separate ports of the Nation. The ships are Libertyships.

The New England SB Corp. will launch the freighter Joseph Squires, the Commission said. According to the citation he was aboard the freighter SS Maiden Creek when it broke up in heavy

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### Buy War Bonds

The membership of the Seafarers International Union is urged to invest part of every pay-off in War Bonds and Stamps.

These Bonds are your stake in America and the Freedom we are fighting this war for. Few know better than the seamen what war means for we have a running day-to-day encounter with it.

**DIG DEEP IN THE POKKET FOR UNCLE SAM.** Bonds mean Bombs for Hitler and Hirohito on the receiving end.

### NMU Men Join SIU Picket Line At Norfolk USS

NORFOLK, Va.—A picket line was established at 12 noon around the USS Hotel Fairfax, through a special meeting held at 10 A.M., April 20, 1944, in regards to the USS here. The result of the meeting was to establish a solid picket line. The front of the Hotel, on the sidewalk was filled with baggage

of the men who are now leaving the place. Reporters came down there and got a statement and some pictures.

Brother Rogers also reported that Mr. Crandall of the USS has tried every conceivable tactic to get the picket line taken off, even going so far as to cause his arrest on a complaint of Mrs. Duncan Wade, a room clerk. She based her charges on the assertions that she was afraid of him.

Rogers and his attorney, John C. Davis, exposed this at the trial and the case was dismissed.

He declared members of the Seafarers International Union will continue to picket the USS Hotel Fairfax "until all seamen get just treatment."

While the trial was on pickets walked in front of the

hotel. SIU members invited all seafarers who approached the hotel to seek accommodations elsewhere.

Rogers also notified the NMU Acting Agent, a man named Kirk, who states that the NMU was on record to uphold the USS 100% but the NMU Members filed out. Only Kirk and Dan Boano, regular NMU port agent, (both well known for their CP activity) refuse to cooperate with the seamen. The members, however refuse to remain behind the picket line, also the employees of the place, not all of them, but the bell hops, waiters, etc., are coming out also.

Rogers said he had affidavits from several seamen which state they had lost money and belong-

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### President Lundeberg Cites Hazards — Charges RMO Wastes Money

--- BULLETIN ---

PHILADELPHIA, Pa., May 4 — Harry Lundeberg, President of the SIU of NA, and John Hawk, Sec'y-Treasurer of the Atlantic and Gulf District and Vice-President of the SIU of NA today laid before the AFL Executive Council all details of the Union's fight on the reinstatement of bonuses to the pre-April 1 level, and increased war-risk insurance for seamen.

Full history of the war bonuses since their inception and the decisions of the Maritime War Emergency Board were placed on record before the full assembly of the highest body of the AFL convened here in executive session.

Brothers Lundeberg and Hawk went into the minute details of MWEB Chairman, Macauley's, actions on this matter.

## SIU Fights For Bonus Increases

WASHINGTON, D. C., May 1— Criticising the recent action of the Maritime War Emergency Board in cutting the seamen's bonuses, Harry Lundeberg, President of the SIU of NA, called for sweeping revisions in the MWEB's last decision, here this week, in a communication outlining the entire background of the dispute and explaining the hazards and dangers that the merchant seamen face under a war time condition which daily places them within reach of submarine action.

As well as this they are subjected to the danger of aerial attacks, shellings and bombings and in effect make them bear the brunt of enemy engagements, the letter continues. Brother Lundeberg asked prompt moves by the Board to restore the bonuses.

The letter, copies of which were sent to John R. Steelman and Frank Graham, as well as to "Shell-and-Pea Game" Macauley, asks that another meeting be held to straighten out the situation and save many of the old-time seamen from leaving the sea.

The full text of the communication follows:

At Washington, D. C.  
April 29, 1944

Maritime War Emergency Board  
Washington, D. C.

Attention: Capt. Edward Maculey, Chairman  
Mr. John R. Steelman, Member  
Mr. Frank P. Graham, Member  
Gentlemen:

On behalf of the Seafarers International Union of North America and its affiliate, the Sailors Union of the Pacific, of which Organization I am the duly elected President and Secretary-

Treasurer respectively, I am addressing to your Board this official communication of protest in regard to recent actions of the Board in dealing with the War Bonus question affecting the American Merchant Seamen.

On April 19th I sent your Board a letter requesting a meeting with the Board as per the Statement of Principle signed by President Roosevelt on March 18, 1941. The Statement of Principle reads as follows:

"Whenever any difference shall arise between any steamship Operator and any Union representing its employees with regard to any question relating to War Risk Compensation or War Risk Insurance of personnel of the vessels of such steamship Operators and such question shall not be settled through the ordinary procedure of collective bargaining between such steamship Operator and its employees, such question shall be referred to the Board by such steamship Operator or such Union by giving written notice to the Board and to the other party of the intention of the party giving such notice to refer such question to the Board. Such notice

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### New Seamen's Club Opened In Britain

NEW YORK CITY—An international radio hook-up from England, with Ernest Bevin, Minister of Labor, and U. S. Ambassador John G. Winant as principal speakers, marked the opening ceremonies of the third merchant seamen's club to be built in Britain through the contributions of American organized labor.

Situated in Cardiff, Wales, one of the busiest of British ports, this club will provide recreation, entertainment and other facilities to merchant sailors of all nations.

The Cardiff club is located within easy walking distance of the docks, the main railroad station, and the Ministry of Labor, where sleeping accommodations are available for merchant seamen. The club is well equipped and attractive, and has kitchens, a dining hall, reception and writing rooms, two billiard rooms and a bar. In addition, there is a large concert hall and ballroom. Dressing rooms and a stage have been provided so that the ballroom can also be used for theatrical presentations.



# 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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# SIU Leads Fight For Bonus Increases

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shall specify the question to be referred to the Board."

We might remind the Board the Statement of Principle was a voluntary document drawn up by representatives of ship Operators and Seamen's Union representatives on a nation-wide scale—and signed by the same. It was accepted by President Roosevelt and put into effect by him under the document called "the Statement of Principle" on December 18, 1941.

Dr. Steelman should be very familiar with the contents and purpose of this document because he was represented at the hearings held to draw up this document by two of his able commissioners, namely, Mr. Bryce Holcomb and Commissioner Omar Haskins.

Our request for a hearing was answered by the Secretary of the Board, Erich Nielsen, on April 25th on behalf of you gentlemen. This letter again denies our request and refers to meetings held by the so-called "Advisory Committee" on February 23, 1944 and on April 12, 1944, and says the Unions had been given proper hearings through this so-called "Advisory Committee."

Let us again point out that the Statement of Principle is very specific in its statement dealing with the Advisory Committee. Let us quote it for you:

**"The Board shall appoint advisory committees of representatives of the steamship Operators and of such Unions of equal representation for the purpose of consulting with and advising the Board in respect of ANY OTHER MATTERS looking towards improvements and coordination of the war effort of the United States in the Merchant Marine field."**

In plain English the so-called "Advisory Committee" has no authority to deal with, suggest, or alter the War Risk Compensation of the Merchant Seamen. We can only surmise that the Board is using this "Advisory Committee" set-up to cover up their illegal acts of cutting the War Risk Compensation for Seamen from time to time when it suits the Board to do so.

As for the letter signed for the Board by the Secretary, Erich Nielsen, April 25, 1944, referring to an Advisory Board meeting held April the 12th supposedly for the purpose of discussing whether the War Risk Compensation for Seamen should be cut or not, this is an insult to the American Seamen, when we know and can prove that on April 10th the Board released an Oversea Broadcast through the OWI, stating the War Risk Compensation had been changed by your Board. In the light of this press release and broadcast issued by you through the OWI on April the 10th, may we ask you gentlemen what was the purpose of holding a meeting on April the 12th? Were you kidding us? Did you act in good faith?

Your Board was appointed by President Roosevelt to do a job, according to a document called "Statement of Principle." You

strayed very far from the language, intent, and purpose of this document. We want to point out the following facts about the illegal activities of your Board.

1. On November 10, 1942 Chairman Edward Macauley, through his secretary, Erich Nielsen, attempted to rewrite the Statement Principle through back door methods. This failed, due to the alertness and opposition from our Union.

2. On April 25, 1943 the Board arbitrarily interpreted the Statement of Principle and the Board's authority without even consulting the signatories of this document.

3. At another date the Board again arbitrarily interpreted the powers and functions of the "Advisory Board" without consulting the signatories. Both times, of course, giving yourselves more powers and both times violating the document signed by the President on December 18, 1941.

The action of the Board is, to say the least, high-handed and dictatorial. We are again, through this communication, demanding that you take notice of the American Seamen's request that you change and revise the War Risk Compensation contained in decision 2-B as of April 1, 1944, to at least the following scale to be the absolute minimum for the duration of the war, with the understanding it may be raised as war conditions and hazards increase.

### I. VOYAGE BONUS

A. 100% but nothing less than \$100.00 per month for all licensed and unlicensed personnel for all trans-ocean voyages from departure from the last continental U.S.A. ports until arrival back in first continental U.S.A. ports.

B. 100% but nothing less than \$100.00 per month for each member of the crew on all outside voyages from U.S.A. continental ports to ports in the territory of Alaska, and return.

C. 100% but nothing less than \$100.00 per month for each member of the crew on all voyages from continental U.S.A. ports to South America, and return.

D. 50% but nothing less than \$50.00 per month for each member of the crew on all U.S.A. continental coastwise voyages.

### II. PORT ATTACK BONUS

Reinstate Port Attack Bonus as per decision of March 1, 1943, payable at \$125.00 for each crew member for each port or anchorage, which experiences enemy attack during the presence of the seaman's vessel in such port or at such anchorage.

### III. AREA BONUS

To Be raised To \$7.00 Per Day  
A. Area covering European waters to remain as per April 1, 1944 decision of Board.

B. Area covering Pacific waters to extend to 20° South latitude and to extend westward to the Date Line and to include the Bay of Bengal, and the Persian Gulf, and the Aleutian Islands.

### IV. INSURANCE

A. Increase the War Risk Insurance to \$10,000.00 to the dependents of Merchant seamen killed or missing through war action, and make this retroactive from the start of the war.

B. Increase War Risk Insurance to \$150.00 per month for life for Merchant seamen permanently disabled through war action.

Our reasons for these very modest demands are as follows:

1. Prior to the entry of our country in the war, our Union received a War Risk Compensation set by the National Mediation Board, which was in effect higher than the present War Risk Compensation set by your Board on April 1, 1944. We received 66 2/3%, but nothing less than \$80.00 per month per man in nearly all waters—the same as your Board is giving today. There can be no question in the minds of the Board—we hope—that the war risk has increased 1000% from October, 1941 to this date.

In other words, we were, in 1941, able to negotiate directly with our employers a half-way decent bonus—before we entered the war. We also received Port Bonuses in the Ports of Suez, and in the ports in the Persian Gulf,

(Continued on Page 4)

## Convention Resolution

### Re: Foreign-Born Seamen

#### RESOLUTION:

**WHEREAS**, there are thousands of foreign-born non-citizen union seamen today sailing in American ships, carrying supplies to our armed forces and to our allies over seas, and

**WHEREAS**, as these foreign seamen, who are helping our country in our fight against Nazism and Fascism so that freedom and democracy may prevail throughout the world and

**WHEREAS**, these seamen are unable to become American citizens due to the technicalities of the immigration law, and

**WHEREAS**, our great country has justly granted foreign borns at present in our armed services, such as the Army, Navy and Marine Corp, their American citizenship papers after three months service with the American armed forces, and

**WHEREAS**, these foreign merchant seamen, together with American seamen, sailing American ships, it can justly be said that they are part of the armed forces of our great country; **AND THEREFORE BE IT**

**RESOLVED:** That the Seafarers' International Union, convened at New Orleans, go on record as follows:

1. To instruct the Secretary-Treasurer and the President to draw up a bill to be introduced in the Congress and Senate of the United States to give to foreign-born seamen full American citizenship, providing they have sailed one full year in American ships during wartime.

2 That the Secretary-Treasurer and President and our Washington Legislative representative request a friendly Congressman on the Committee on Merchant Marine and Fisheries; and a friendly Senator on the Committee of Commerce, to introduce this bill.

3. That all our affiliated organizations petition, through wires and communications, their Congressmen and Senators in the various districts, to support this bill, and that our affiliated organizations ask the central labor bodies, the State Federation of Labor in their district, to help us in this fight to pass this bill.

4. That the President of the International contact President Green, of the American Federation of Labor, to help and aid in the passage of this bill to grant foreign-born seamen American citizenship papers after one year's sailing during wartime.

Submitted by:

- Edward Coester,
- Harry Lundeberg,
- Maurice Weisberger,
- Charles Brenner,
- Harlan Snow,
- Maxie Weisbarth,
- John Massey,

Delegates of the  
SAILORS' UNION OF THE PACIFIC.

## Seamen Warned On Draft

The following communication re: Selective Service was received:

April 5, 1944

"John Hawk,  
"Roosevelt Hotel,  
"New Orleans, La.

"General tightening of regulations of Selective Service system has resulted in increased losses to seagoing manpower to draft can be prevented in almost all cases if seamen make certain WSA 61 is completed at beginning and termination of each period aboard vessel. Urge your members to make certain that this is done at our request. General Hershey has exempted active seamen from preinduction physical examination, normally required of men under twenty-six. Seamen should be advised

to deal with local board through RMO on any questions that may rise. Request for extension of allowable time ashore must be kept to minimum. Will you notify your members of this wire?

"H. Chase Stone, WSA."

There it is Brothers!

Shore time allowed on your pink slip from the RMO—form WSA 61—can only be extended by the RMO — and with their permission — for extraordinary circumstances such as sickness, hospitalization, sitting for a license or going to up-grading school, etc.

Failure to comply may find you in the Army Brothers!

Keep Up With Your Draft Board Before It Keeps Up With You! (2)



WHAT'S DOING

# Around the Ports

## NEW YORK

This port has settled practically all old beefs hanging fire here in the past week, as well as new ones coming up. The men and ports involved have been notified.

The No. 1 Patrolmen for each department and Business Agent are acting as a committee handling all disputed beefs, local and out-of-town. So far, this is very effective, and has resulted in this Branch having a clean deck as far as beefs are concerned.

We had an odd one the other day. The first Overlakes Freight Corp. ship since the signing of their contract paid off in this port.

Due to the fact that the company officials had been previously working in an outfit with an NMU contract and this was the skipper's first SIU ship, Patrolmen Goffin, Michellet and myself had quite a bit of action at the payoff in educating them to the SIU way of business.

They had knocked off nearly 800 hours of overtime which they claimed they had never paid under NMU contracts.

We educated these people and got the entire amount of disputed time with the one minor exception of 26 hours in the Deck department.

The crew on this job were good men and got quite a kick out of watching the union in action. This comparison between the NMU and SIU contracts aboard this ship was so impressive that even the cadets wanted to join the SIU.

It's no mystery any longer as to why there is a constant stream of NMU men coming up and tossing in their books from that outfit and joining the SIU.

There is something that all members should remember during the course of a voyage, and that is the proper way to put in overtime. **Be specific about every instance! Insist on the head of the Department keeping a record of all overtime; disputed or not!** More good beefs are lost through the lack of this information than for any other reason.

Shipping is on the pick-up at present here, so some of you fellows in the out ports who are having trouble getting out can come on up this way, as it is a question here of how many hours it will take to ship, instead of how many weeks, as in some ports.

It looks as though we will have to buy some of the Patrolmen here pogo sticks to cover territory with, as some of them are paying off as many as seven ships a week, not counting the rest of their other duties, such as signing on ships and working on out-of-town beefs, etc. So, if any of you fellows down the line have a stock of pogo sticks, send them on up as some of these patrolmen's feet will soon be worn down to their knees.

Yours for a flying fish on each foot.

PAUL HALL, Agent

## BOSTON

Not much doing around Boston this past week, shipping and business rather slow. Expect more activity in the near future.

I see by the newspapers that the SIU is getting some action on the bill that was introduced in Congress to give Merchant Seamen disability pensions for injuries received due to enemy action.

Bros. Dushane, Lundeborg and Hawk deserve great credit for their perseverance in getting this Bill through the lower house. The next step is to get it through the Senate, thereby having it enacted into law.

A recent visitor to this office was Warrant Officer Max Niermann of the U. S. Army. Maxie will be remembered as the lad who thought it was the 4th of July when his ship was being bombed, shelled and torpedoed while enroute to Murmansk. The crew sure admired little Maxie for his courage.

Nothing further of importance to report this week.

JOHN MOGAN, Agent

## PHILADELPHIA

Well, here we go doing business at the same old place as usual, the original three musketeers have disbanded, "BUT" as one of the remaining Musketeers I will carry on until we have the pleasure of getting together again, as you readers know what we used to point out things of interest to the membership, so here goes one again, these overtime sheets that you guys get aboard ships. How many of you stop to read them? There are seven rules, **DUTIES OF SHIP'S DELEGATES**, let us take them up separately:

No. 1. Re—Agent appointing a delegate for each department before the ship sails, that is fine, but it is much better for the crew to elect their own delegates. By so doing they are sure to have a real democratic rank and file member to represent them.

No. 2. Re—Full Book or rated men to act as Delegates in each Department; also no key men shall act as delegates (Bos'n, Deck Engineer, or Steward). Well, this is OK in peace time, but on some ships the Steward is the only full book member in his department. So the same thing in the Deck or the Engine Department, so therefore, it is often necessary for the key men to act as Departmental delegates.

No. 3. Re—keeping a record of the name, book, and month a man is paid up to. Well, this is very important for the following reasons. First, it insures that every man either is a book or permit member, and that he has bonafide shipping cards, and that he has shipped through the Union Hall and not off the dock. Second, in the case where the members have a little get together, the members' book will determine on what amount of voting power the member in question will have when important questions of the Union are to be decided upon. Third, when the

Shore Patrolman comes aboard he will be able to glance at the overtime sheet and be in a position to know just who is who.

4. Re—Keeping an accurate record of all overtime worked. Well, if this is done there will not be any room for disputes at the time of Pay-off, as everything will be on record in black and white.

No. 5. Re—Assistaing the Patrolman and informing him as to who is quitting the ship. Well, if this is done it will be very helpful, and I am sure it will be greatly appreciated, as we know by past experiences that when the Shore Patrolman comes aboard in some instances the trip card boys generally are hard to be found and this being the case, the Patrolman has to hunt them up and in so doing he loses a lot of valuable time. On the other hand, as a rule, the Delegates know just who is quitting and by informing the Patrolman of this fact, this will be quite a help also.

No. 6. Re—Quitting the ship's over Beefes because they are not settled on the spot. A beef can always be settled at the time of Payoff as a rule. If it cannot be settled the Patrolman or the Agent of the Pay-off Port knows what machinery to set in motion in order to settle the dispute in question. Quitting the ship in an out-Port where there are no officials, don't help matters. This plays right into the hands of the operators or owners, as nine times out of ten when you go to the company's office to try to settle your beef there is no record of it there and then there is no member of the crew to substantiate your claims. So this is important, ride the ship to a Port where you can get representation from your Shore officials.

No. 7. Re—Delivering the Overtime sheets properly filled out to the Agent in the Port where you paid off. This is very important. Let us be very concise on this matter. Suppose that the delegate does not make the overtime sheets out plain and he does not keep a rough log explaining everything in detail; when the matter is brought up or is in dispute, unless the delegate has an answer, naturally no one remembers the details, and in a case like this it will often prove to be in the company's favor.

It seems to be quite a practice of these trip cards to get on a ship and in the absence of book members, to gang up on the Departmental delegates. By this we mean they will make all kinds of snowballs and then give them to the delegates and tell them to go to the head of their department to settle same, and when the Delegates look the beefs in question over and after consulting the agreement and delegate in question often finds out that these snowball beefs that he has been handed in are not in accordance with the agreement.

He informs the trip carder that the beefs are out and that he will not go to bat for them. At this stage of the game the trip carder goes into a huddle with the rest of the trip cards and they mark the Delegate in question, lousy.

# Computation Of Wages For Merchant Seamen

Navigation and Vessel Inspection Circular No. 46

Subject: Computation of Seamen's Wages.

1. The following rules will be observed by shipping commissioners and collectors of customs acting as shipping commissioners in computing the wages of seamen employed on merchant vessel of the United States:

2. 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 involve more than one or two 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 seaman's statement may be accepted.

3. The column in the shipping articles headed "Place and date of signing this agreement" contains the date of the agreement.

In a great many instances the beefs become personal and in the windup the delegate in question often gets the Boom lowered on him.

Now, things of this kind don't help matters at all. If anything, they are harmful to the Union, because experienced members of the three departments will not assume the duties of delegates. On the other hand, if the Delegate in question is weak and he takes all these phony beefs up to the skipper, he will be put on the spot and put down as an agitator, and in most cases this will result in bad feelings with the Skipper, Mate, or Chief Engineer, and will eventually lead up to a personal matter, and when the ship arrives back this will all be recorded in the ship's log. In this case we have definite proof where a delegate has had his papers lifted for periods ranging from thirty to sixty days.

So in order not to put your departmental delegate on the spot with the Coast Guard and to keep him from getting jammed up, when you present a beef to him and he tells you that it is no good, let it go at that.

But keep a record of it and if you are in doubt, present it to the Patrolman who contacts the ship from shore when you arrive back at the Pay-off Port. Then he will tell you whether or not it is a good or bad beef and in this matter everyone will be happy.

Well, I guess that I have bent your ears long enough, but I hope that everyone that reads this will give it their serious attention. So here's to a Bigger and Better Union. With best wishes, I remain,

HARRY J. COLLINS, Agent

It does not indicate the time when wages are to begin.

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

- January 29 to February 28, inclusive, is one month.
- January 31 to February 28, or February 29 if in a leap year, inclusive, is one month.
- January 31 to February 28, inclusive, if in a leap year, is 29 days.
- February 28 to March 27, inclusive, is one month.
- March 28 to April 27, inclusive, is one month.

5. 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, five days in any month are one-sixth of a month.

6. 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 four days; and from March 1 to the forenoon of March 4, both inclusive, is reckoned as four days. But if seamen 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 one day only. For example, the time from the forenoon of March 1 to the forenoon of March 4, both inclusive, is three days.

7. 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, if not in a leap year, equals one month, three days; if in a leap year, the time is one month, four days.
- January 30 to March 3, inclusive, whether or not in a leap year, equals one month, three days.
- January 31 to March 3, inclusive, whether or not in a leap year, equals one month, three days.
- June 15 to October 13, inclusive, equals three months, 29 days.
- June 15 to November 13, inclusive, equals five months.
- June 15 to November 14, inclusive, equals five months.

8. In the event the monthly wage of a seaman is changed during the voyage through promotion, demotion, or otherwise, wages are to be separately computed for each rate of pay in accordance with the foregoing.

9. This circular supersedes and cancels Department of Commerce Circular No. 305, dated May 7, 1938.

## Money Due

GEORGE PRICE, 3rd. You have money coming. See C. Fisher, New York Stewards' Patrolman.



## MONEY DUE

V. E. HILL, Messman from the SS Knute Nelson, Robbin Line. The gun crew mess has collected a purse for the messman.

The claim for pumping oil on the SS Pichens of S. ATLAUBE will be settled soon.

GRICE, Third Cook, ex SS Mary-Mar. See Patrolman F. Hart in the New York office.

Will the following men off the SS Felix Grundy of the Stewards' Dept. see Patrolman Hart in New York. Overtime for the trip must be settled: MARTIN and UZONYI, Cooks; CARE, Baker; FRIEDBERG, Mess; A. GAL-LANTE, BORUTA, ROMA, and OWINS, Utility-men.

Crew of the SS Kofressi has 75c coming for one meal.

SS Henry Bacon, South Atlantic Co. L. E. SEILER, AB, has 48 hours overtime coming to him; P. P. BAROWSKI, has 48 hours coming, and J. L. MUDDEN, has 5 hours coming. Collect at Company's office—E. S. Higdon, New York Patrolman.

SS Alcoa Trader. All unlicensed men who paid off in New York recently have 1 day's pay and three meals coming. Money is payable at the Alcoa Line office, 17 Battery Place, New York.

Following men have money due from the Bull Line and can collect it at the New York offices of the company, for voyage on the SS Rufus Peckham: CALVIN HESTER, GEO. CHAMBERLIN, LEO DUNCAN, WILLIAM TAYLOR, and THEODORE SMITH, division of wages of utility man for 2 months and 27 days.

ORAN SITES, 33 hours and division of wages.

GREENE and SPENCER of the SS S. W. Rawlee can collect their overtime at the New York office of the Bull Line.—F. Hart.

## NMU Men Join SIU Picket Line At Norfolk USS

(Continued from Page 1)

ings in the USS Hotel Fairfax. He said one man who left \$1,000 for safe keeping with a hotel employe, was unable to recover it for 36 hours.

Harold C. Crandall, port area director for the USS, explained this transaction by saying the envelope in which the money had been placed had been put away by a women employe who went to a hospital for treatment and it could not be located until she had returned.

### \$600 Reported Missing

Nelson B. Brown, an engineer, said he missed \$600 from his pocket, after spending a night at the hotel April 6. He said he complained to the management and was told the matter would be investigated.

H. Chase Stone of the RMO in Washington, also a USS official, declared on the scene that the seamen's complaints will be given a hearing.

C. FORD, messman, who paid off the S.S. Arizpa, last voyage. Please see New York Patrolman C. Fisher and pick up voucher on extra meals.

The following men have money due at the Calmar Line offices, in New York: THORNHILL, L. PARKER, IVAN LEWIS, CHAS. WILLIAMS, J. MARIANO, S. SARGENT, J. LUCAS, HOLMES.

JUAN RIVERA, messman. You have 30 hours coming from the SS Brookholst Livingston. This is payable at the Bull Line Office.

## Honor Roll

S.S. JOHN LE FARGE	\$36.00
S.S. GEORGE E. DERN	23.00
S.S. JAMES HOBAN	17.00
S.S. K. S. WOOLSEY	14.00
S.S. J. P. MITCHELL	13.00
S.S. FITZHUGH LEE	12.00
J. LYON	12.00
EUGENE SNEED	12.00
R. S. LITTLETON	10.00
S.S. CLARK MILLS	10.00
S.S. LILLINGTON	10.00
A. M. MAGNONE	8.00
S.S. A. KENDALL	8.00
C. DUVAL	8.00
A. L. SLEYSER	8.00
S.S. JOHN LAWSON	7.00
F. PRICE	6.00
JOHN MARCHITTO	6.00
B. MOORE	6.00
S.S. CARTER BRAXTON	5.00
CHIEF MATE	
S.S. G. WELLS	5.00
M. ROSENBERG	5.00
B. W. JENSEN	2.00
R. WETZER	2.00
C. PAPPICH	2.00
HENRY RUNGE	2.00
C. M. WAGENFER	2.00
C. L. CONN	2.00
TOTAL	\$253.00

## Liberty Ships To Be Named For SIU Heroes

(Continued from Page 1)

seas during a storm on Dec. 30, 1942. Squires and another seaman volunteered to remain behind and lower the lifeboats.

High seas were running and made it impossible to remove the two men. They stayed and were lost with the ship.

Brother Squires was born in Newfoundland in 1909.

From the Delta SB Co.'s yards in the South, the second ship to be named for an SIU member will take to the water. In this yard the George W. Alther will proudly herald his accomplishment.

Even though Brother Alther had been sailing as Second Mate he still kept in good standing with the SIU. He lost his life when he went to the assistance of a naval gunnery officer after a bombing of the SS Timothy Pickering, July 13, 1943.

The vessel was loaded with munitions, TNT, and high octane gas.

Brother Alther was born in Massachusetts in 1918 and is survived by his father, George Alther, Sr. His father is expected to attend the launching.

# SIU Leads Fight For Bonus Increases

(Continued from Page 2)

besides receiving \$5.00 per day while in the Ports of Suez. It must also be remembered that our monthly wages were less. So consequently our bonus was higher than now. How can the Board justify this action? At that time no American seamen had lost their lives through war action. Today American seamen are getting killed in all waters of the world.

2. The wages of workers ashore, particularly in the shipyards which are paid by the Maritime Commission, are higher than the seamen's wages. Their work is war work—with less risk, a bed to sleep safely in every night, with no hazards. They receive on an average \$1.25 per hour with time and one-half for overtime. They receive more money and enjoy better conditions than the Merchant seamen. We do not begrudge them this, they are entitled to it. But why should the War Shipping Administration, who pays our War Risk Compensation and also pays the shipyard workers' wages, discriminate against the seamen? The shipyard industry is treated better, their problems are taken care of by a more just Board than you gentlemen on the MWEB.

3. The risks of the Merchant seamen are greater than the Navy. The Navy personnel are protected in well armored and very fast fighting vessels. They are fitted out to fight. Very seldom is a naval vessel attacked except in combat action, while merchant vessels are poorly equipped for defense either against aerial attacks or submarine attacks. Compared with the Navy, it must also be remembered that the material and econom-

ic conditions of the Navy compare favorably and higher than the conditions of the Merchant seamen. They are protected with just as high wages, also with various benefits accorded military personnel, such as mustering-out pay, hospitalization for the rest of their life, higher insurance both for themselves and their dependents, and also enjoy certain privileges as veterans, etc.

4. War Risk Compensation is not based only on the supposition that a man stands the risk of being killed—that, indeed, is a secondary issue. Have you gentlemen ever thought of the nerve racking tortures Merchant seamen go through? There are American seamen by the thousands knocking around American waterfront ports whose lives are shattered, who are useless for the rest of their lives due to the terrible strain they have gone through. Why doesn't the Board check on this to find out? Does the Board know how it feels to lay in your bunk trying to sleep in a blacked-out ship in the war zones, waiting for a torpedo from some sneaking submarine to blow up your ship, full of ammunition, perhaps? Have you ever stumbled out of your bunk night after night when the general alarm goes on, groping around in the darkness—waiting for that old torpedo to hit? Has the Board ever thought of how it feels to have this raid alarm go off and have no place to go—when Jap and Nazi bombers start to drop their eggs all around you—when you expect every minute that your ship will get it next? Not only once, but night after night, day in and day out. And you have the nerve to cut the lousy War Risk Compensation!

5. The last decision of your Board dealing with Vessel Attack Bonus is far from being decent. It is an open insult to the American seamen. Your "gift" of giving a seaman \$125.00 attack bonus providing the vessel he is employed on is "destroyed or substantially damaged or on which anyone has been killed or seriously injured." This ghoulish "classic" and its authors will long be remembered by the American seamen. In other words, if your shipmate is killed, you'll get \$125.00. What a price! What a Board!

6. Since your War Risk Insurance cut went into effect on April 1st, the Tanker H. S. Collier was sunk in the Arabian Sea with the loss of 44 men—and she is not the only ship which has gone down in these waters lately. By the way, this is one of the zones in which you cut the men's compensation.

Since your cut went into effect, the Steamer Straub went down through enemy action in Alaskan waters. Fifty-four men went down. This is also another zone where you cut the bonus. We wonder where you get your facts and figures and information from?

7. As a result of your cold-blooded cut, hundreds of old-time seamen are already leaving the sea. They are too old for the armed forces and consequently do not have to go to sea. They are finding berths ashore in the shipyards with better pay and safer sailing. The War Shipping Administration is very liberal when you work ashore. We feel your arbitrary decision is hindering the war effort, inasmuch as it drives the best of seamen ashore, and we know they are needed.

8. The reason we are asking you to increase the Area Pay from \$5.00 to \$7.00 per day is because the RMO, a division of the War Shipping Administration also headed by Captain Edward Macauley, are paying thousands of so-called Seamen \$7.00 per day for standing by waiting for jobs in the RMO pools ashore. If a man can get \$7.00 per day for doing nothing, loafing around in safe American ports on Captain E. Macauley's dole—there is no reason why men risking their lives and undergoing nerve racking hazards in the South Pacific and elsewhere, should not get the same.

### COMMENT

Your Board can well afford to change their decision without losing face. You have enough—actual, real, and moral reasons for giving the seamen a decent War Risk Compensation, than any other group of American workers. It is the duty of your Board to act and explain to the public in general why you should raise the Seamen's War Risk Compensation.

Very truly yours,  
**HARRY LUNDEBERG,**  
President,  
Seafarers International  
Union of North America,  
Secretary-Treasurer  
Sailors' Union of the  
Pacific.

## Pay Your Assessments—Keep In Good Standing

Recent meetings of the New York Branch have voted to again bring to the attention of the membership that they are not entitled to hospital benefits unless their assessments are paid up.

Otherwise members fall into bad standing according to the Constitution. The deadline for the payment of assessments was March 31, 1944. Check your union books. The Constitution is as follows:

Article III, Section 4 of the Constitution reads:

"Members more than Three (3) months in arrears in dues, assessments or unpaid fines, other than during the period of strikes or lockouts shall forfeit all claims to benefits and all other rights and privileges in the Union. He shall not stand suspended until six (6) months in ar-

rears in dues, assessments or unpaid fines.

"This section shall not excuse any members for being behind in dues or assessments while employed."

Article VIII, Section 1, reads:

"Members who are confined to hospitals in good standing shall be suspended from payment of dues or assessments while so confined. Members who are confined to hospitals in bad standing shall not be entitled to any benefits whatsoever."

Therefore all members must pay their assessments if they want to enjoy the union's benefits. The deadline for paying these assessments was March 31st.

**PAY YOUR ASSESSMENTS AND KEEP IN GOOD STANDING, BROTHERS!**