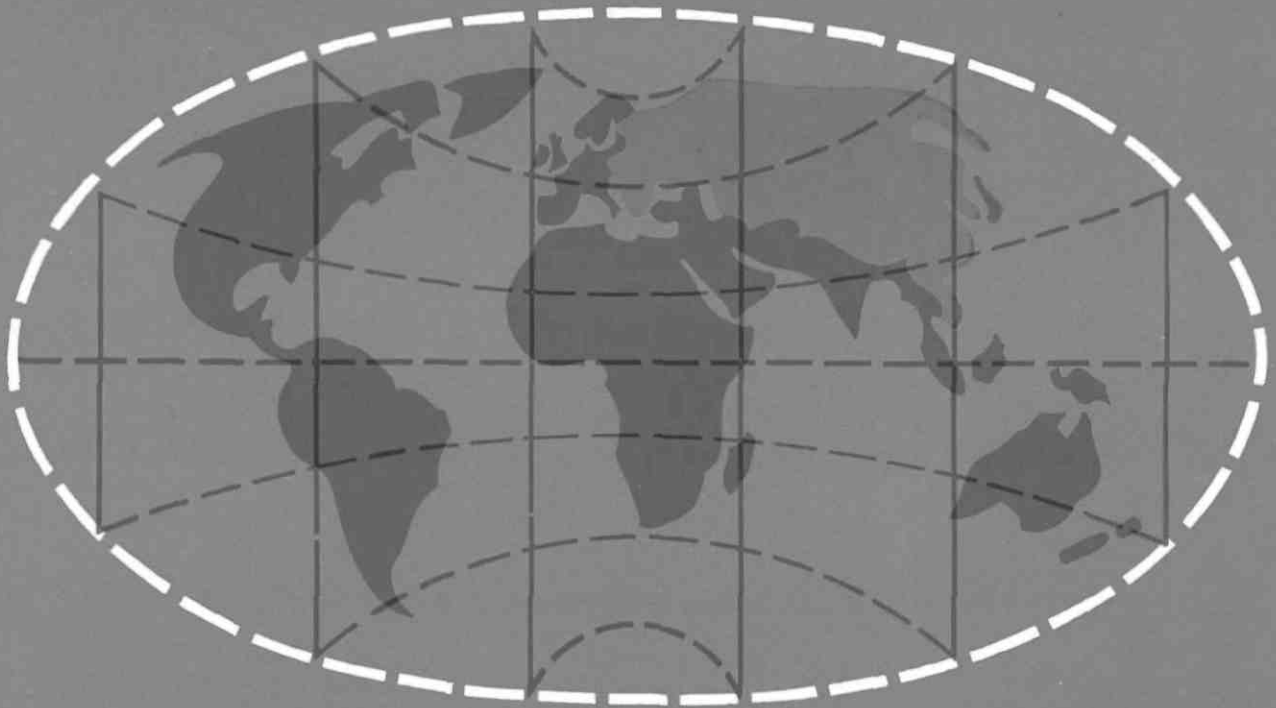


Vol XIII No 10 October 1953



ITF

**INTERNATIONAL
TRANSPORT WORKERS' FEDERATION**

INTERNATIONAL TRANSPORT WORKERS' JOURNAL

Monthly of the ITF

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Forthcoming Meetings:

Rome 26-30 October Railwaymen's Sectional Conference

The ILO Asian Maritime Conference

by **Omer Becu**, General Secretary of the ITF

'The principles outlined in this Charter are also to apply to Asiatic, African, East and West Indian seamen who continue to be employed under conditions less favourable than those obtained by white seamen. The seafarers' trade union organizations are resolved to end this state of affairs, which is detrimental to the best interests of all seafaring people, and to take all necessary action to regulate wages and working conditions of those seamen by collective agreement.'

The International Seafarers' Charter

THE ASIAN REGIONAL MARITIME CONFERENCE of the International Labour Organization, which opens at Nuwara Eliya, near Colombo, on 5 October, is an event of deep significance.

Social justice alone demands that something be done about the Asiatic seafarers. A report prepared by the ILO for the Conference puts the average wage of an adult deck rating at \$39 in Hong Kong, \$26-31 in India, \$30 in Japan, \$45 in Pakistan, \$30-39 in Singapore. Terribly low though such wages are measured by the standards of the recognized maritime countries, they are a lot higher than those we have been wont to hear quoted for Asiatic seafarers.

Moreover, wages do not reveal the full extent of the plight of the Asian seafarers. Some of the worst evils to which they have been exposed have been connected with the conditions in which they have had to find employment. The story of the exploitation they have suffered at the hands of middlemen, boarding house masters, and others, is only too familiar. This problem will therefore figure prominently in the discussions being held this month at Nuwara Eliya.

Threat cannot be ignored

What a threat such intolerable conditions mean to maritime enterprise based on reasonable labour and social standards is apparent. The threat today is so serious that it cannot be ignored any longer without the most serious consequences. The improvement of the conditions of Asiatic seafarers is therefore not only a matter of social conscience. That the seafarers of the older maritime nations, notably those of Western Europe, have always been deeply concerned at the miserable lot of their Asiatic brothers is amply proved by the record: statements and programmes aiming at a fair

deal for Asiatic seafarers date back many years. The seafarers' organizations united in the ITF have dealt with the problem many times and by their actions as well as their words showed their earnest desire to help the Asiatic seafarers.

When the organized seafarers launched their International Seafarers' Charter after the last war they again did not forget their less fortunate brothers. Equality, or at least equivalence of treatment was the demand formulated, and this demand has been repeatedly voiced in all the efforts to translate the Charter into reality; it found expression also in the International Maritime Conventions which have been adopted as a result of the seafarers' campaign. The material and moral assistance which has consistently been given to the Asiatic seafarers in their attempts to build solid trade union organizations is also a token of the good faith of their comrades in other parts of the world.

With such a record of international solidarity, seafarers can recognize without fear of misunderstanding that today something equally as compelling as social justice, namely self-preservation, also commands support for the cause of the Asiatic seafarers.

Asian seafarers keenly responsive

Asiatic seafarers are showing themselves keenly responsive to this international solidarity and mutual interest. The strong seafarers' movements emerging in Asia, actively encouraged and supported by the seafarers' organizations of Europe and America, are today united with the latter in the Seafarers' Section of the ITF.

These ITF unions have not only been largely instrumental in bringing about the Conference at Nuwara Eliya: After a resolution calling for an Asian Mari-

time Conference was adopted at a Preparatory Regional Labour Conference of the ILO at New Delhi in the autumn of 1947, it was they who strongly pressed the proposal through the Joint Maritime Commission of the ILO, until a favourable recommendation was secured on that body in June 1952 and duly endorsed by the ILO Governing Body.

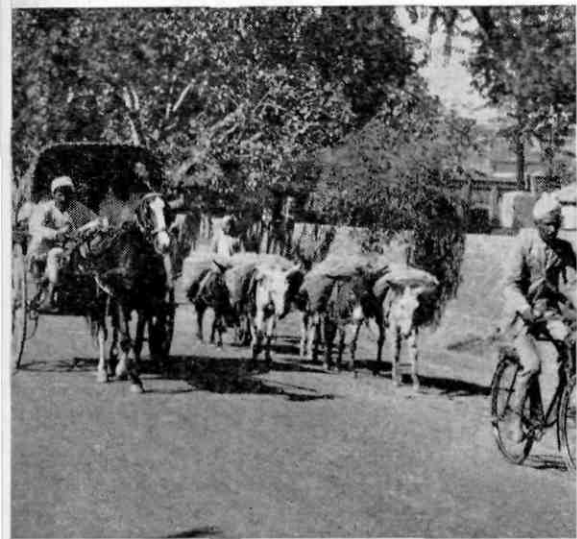
They will also be very much in evidence at the Conference itself: The strong seafarers' delegations expected from the countries directly concerned, such as India, Japan and Pakistan, and from the European countries with an important interest in the future of Asiatic seafarers, namely the United Kingdom, Norway, Holland and France, as well as the observer delegates invited from Australia and the United States, will come entirely from seafarers' organizations belonging to the ITF.

It is very important that the Asian Maritime Conference should result in progress on the most pressing problems to be tackled there: the methods of recruiting Asiatic seamen and the provision of welfare facilities in Asiatic ports. Also progress must be made with the ratification of International Maritime Labour Conventions by the countries of the Asian region.

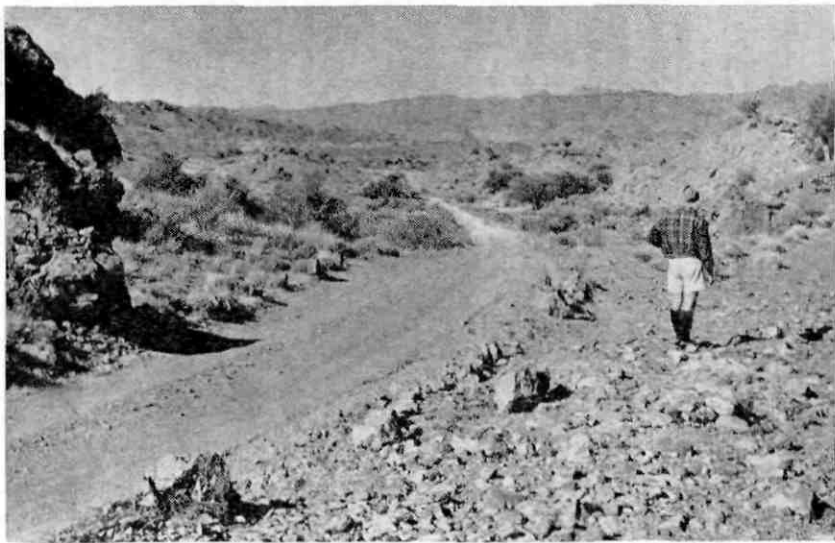
Success at this Conference will be a great moral encouragement to the seafarers of the Asiatic region to continue their efforts to improve their social position through the development of sound trade union organization.

Much at stake

Much will be at stake in Nuwara Eliya. There are plain indications that the maritime industries of countries like India, Japan and Pakistan will, economically and socially, either develop in a manner which will align them with the older maritime countries, or else follow an independent development, with unpredictable results in the social, economic and political spheres. The outcome of the Conference may therefore well have a profound bearing on the whole future course of the social, economic and political history of the Asiatic region.



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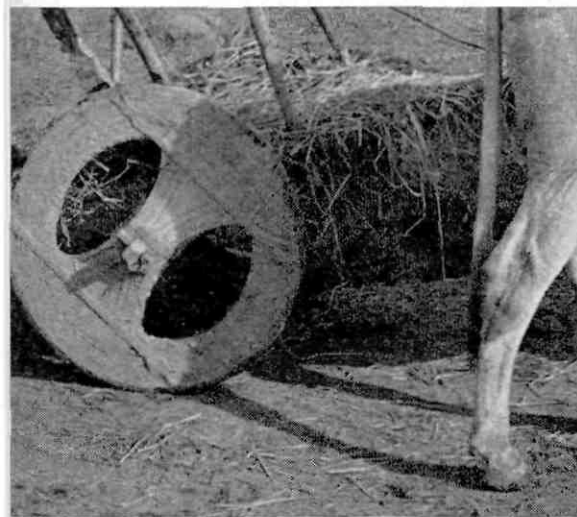
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Transport conditions in Pakistan

by Sir Wilfred Garrett, member of an ILO Mission to Pakistan

IT IS DIFFICULT TO GIVE A TRUE IMPRESSION of transport in a South East Asian country during these years of transition when, at the same time and in the same street of any of the large towns, there can be seen the latest and largest American car and up-to-date transport wagon being jostled and slowed down by camel carts, rickshaws and pack saddle donkeys. And yet the whole subject is fascinating and of intense interest to all who have any idea of what transport means to the progress and well-being of a country.

The writer was fortunate to be one of a Mission to Pakistan, consisting of four men and one woman, whose duty it was to study the industrial conditions of the country. Under our contract we are bound not to disclose conditions found and the recommendations put forward in our report; nevertheless, before such a Mission can understand the problems of a country, its members must get to grips with the background and the actual conditions which the country forces on to its population even in a time of rapid change. This article is an endeavour to set out an objective description of a few of the transport problems seen during our tour of six months.

A geographically divided State

It is so difficult, on such short acquaintance to dare to write anything because the contrasts in this country are so vivid. In describing one part one may be just wrong on other parts that go to make up the same State. This is so very true of the two parts of Pakistan, the East and the West.

The fact that the two parts are completely separated by over 1,000 miles of Indian territory creates a political problem of the first magnitude but the economic problem is equally difficult. There is no direct train route for goods from one part to the other and the only means of communication, except by air, is the

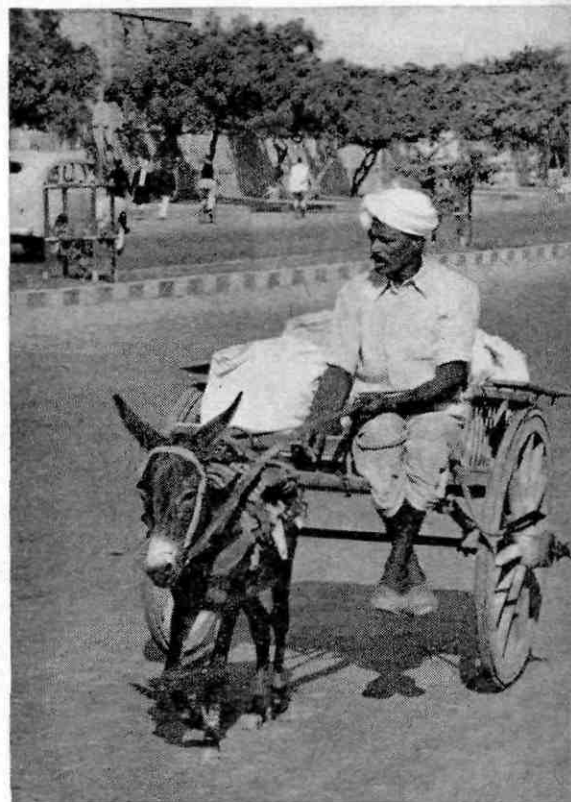
long sea journey of nearly 3,000 miles around the South of India.

This wide division of space creates marked contrasts in climate, soil and even in the characteristics of the people. The latter have no common bond except the great one of the Muslim religion, a bond which is sufficiently strong to overcome all the other contrasts, which, to the stranger, appear to keep them so far apart. In the West we have the Pathans of the hills, the Punjabis and the Baluchis, strong upstanding men, mainly engaged in agriculture: in the East we have the Bengali type, smaller men than those of the West, and when educated, natural lawyers and philosophers. In these days, however, the Bengali, though undoubtedly more at home at the desk than at the factory bench, finds it difficult to become even a clerk. In accepting a policy of industrialization one of the hardest lessons this country will have to learn is that the man who works with his hands at the wheel of a lorry or at the factory bench may be a more valuable member of society than someone in a 'white collar' job.

With these contrasts in mind let us now look at the two parts of this country and the transport problems of each of them.

Transport conditions in West Pakistan

West Pakistan is a region made up, to



This type of donkey cart is still a common sight in the city streets of Pakistan.

1 A street scene, showing a horse-drawn 'tonga' and donkeys used as pack animals.

2 A 'road' in Baluchistan leading to the chromite mines.

3 The only way of getting up to some of the mines in the Punjab, apart from walking.

4 Camels carrying fodder in the country.

5 A fine example of the ancient art of the wheelwright, but very hard on the bullock which has to pull the cart - usually over sand tracks.

6 A typical Pakistani cart, here pulled by the patient water buffalo. This animal should never be used during hot weather, as its natural habitat is swampland.

a large extent, of desert. It includes the great Sind Desert where the rainfall averages three inches a year. Even the productive areas of the Punjab have a rainfall of only ten to fifteen inches a year and are largely dependent on irrigation schemes, which in turn depend on the five rivers from which the area derives its name.

All the railways are managed and run by the State and in its North Western Railway West Pakistan has one of the largest railway systems of the Indo-Pakistan sub-continent, with a rail mileage of 5,362. Its staff is well organized on the trade union side and the railway is one of the largest employers of labour.

Yet in a country so large and so dependent on agriculture the road must take first place in linking the villages of the

eighty percent of the population who still derive their living from the soil. The roads of the country vary from good macadam in the larger towns and on the main trunk roads, to good but dusty, bad and very dusty and, in the mountains and remote parts, to what are locally known as "jeepable", that is roads that can only be tackled by a jeep.

A 'jeepable' road journey

Journeys on these roads were not without their thrills. One of our tasks was to visit some chromite and coal mines practically within that no-man's land known as the Tribal areas on the borders of Afghanistan, where practically every man and even most boys carry rifles and are well able to use them if the occasion requires. To carry out this assignment we motored eighty miles up a desert valley with great mountains on either side to a small town where we were to spend the night.

As we approached this little town we were surprised to see, for about the last ten miles, armed men patrolling the road. When we arrived we were flattered to hear that the local militia had been mobilized and sent out on patrol to ensure that we got through safely. We thought this was a compliment, another sign of the abundant care and hospitality showered upon us everywhere, until on the return journey one of our cars broke down temporarily through excess of dust.

As we were standing about, one of the local officials quietly remarked that we had stopped just at the place where a bus had been held up by raiders about a month earlier. He assured us, however, that it had been a relatively

quiet affair; no one was hurt, the passengers were only relieved of all their money and moveable gear and allowed to proceed. Nevertheless, with some apprehensive glances towards the nearby hills, at least one member of the Mission was glad when the engine yielded up its dust and agreed to start again.

Next morning to reach the mines we set out up another valley and encountered all types of roads from the dusty to the "jeepable". The mines themselves are not much more than "outcrop" holes in the side of the mountains and while much has been done to make the roads capable of motor lorry traffic for the removal of the ore many of the roads between the mines are still in a primitive state with hair-raising corners and a sheer drop on one side. In all these trips, however we felt inwardly, we were assured by the calm demeanour of the drivers who seemed to accept corners, bad roads and raiders as all part of the day's work.

Along the desert by the sides of these roads wound a number of caravans of tribesmen coming down to the winter pasturages with their donkeys and goats. All their possessions were there; most of the family on foot, the camels carrying all the heavy equipment and the lesser articles from babies to live hens tied on to the backs of the donkeys. All were as interested in us as we were in them, except, perhaps, the camels who, as usual, gave us only a supercilious stare; if anyone can look at us poor mortals with a more condescending air than a duchess then surely it is a camel.

A visit to another mine in a different part of the country involved a journey by several stages: first by motor car,

then by a rail trolley pulled by an engine, then by a balanced cable trolley and finally on horseback. All these means of transport being bravely tackled by our lady member.

East Pakistan utilizes water transport

In contrast to all this, East Pakistan is a land of rains and rivers with an average rainfall of seventy inches per year in the West and four hundred inches in the East of the Province. Its main characteristic is that of the immense delta below the confluence of the Ganges and the Brahmaputra which stretches from Calcutta to the borders of Burma but is mostly in the territory of Pakistan.

With rivers so many and so broad, railway transport is difficult. The main river changes its course so often that it cannot be bridged and in consequence the railway system is in two parts: a broad gauge section to the West and a narrow gauge section to the East. In consequence, the importance of inland-water transport at once becomes apparent, and its extent, its fascination and its beauty have to be seen to be believed.

As soon as one sees the great rivers of the delta, the beginnings of the influences of the Far East are at once apparent. The sampan, the square and patched sails of the barges and larger vessels, the multitude of small craft with their high pointed bows and sterns, propelled by sail but each helped along by oars and by a wonderful feat of sculling at the stern, all this reproduces the beginnings of life in the Far East.

Then comes the magnitude of the delta, both the size of the great rivers and the multitude of small creeks which only the smaller craft can penetrate. We have spoken of the dependence of this country on agriculture and on primary products, indeed, one of Pakistan's problems, which it is fast rectifying, is the absence of mills to absorb its jute and cotton crops. In consequence the great bulk of these products has still to reach the coast for export either to the port of Chittagong or by heavy barges across to Calcutta. The port of Chalna is also being developed but all this traffic has to reach the ocean-going steamers either at Chittagong or at Chalna. How is this done?



One of the camel carts which are still much used in the big cities of Pakistan.

Top: The standard country boat which carries a large percentage of the produce from the interior of East Pakistan to the ports of Chalna and Chittagong. These boats are invariably operated by the owner and are serious competitors to organized modern transport.

Centre: The sampan. This ubiquitous Far Eastern vessel is used widely throughout the rivers of East Pakistan for light village-to-village transport and fishing.

Bottom: Dawn on one of the main rivers of East Pakistan showing sampans and water hyacinths. The latter institute one of the major problems of navigation on these rivers.



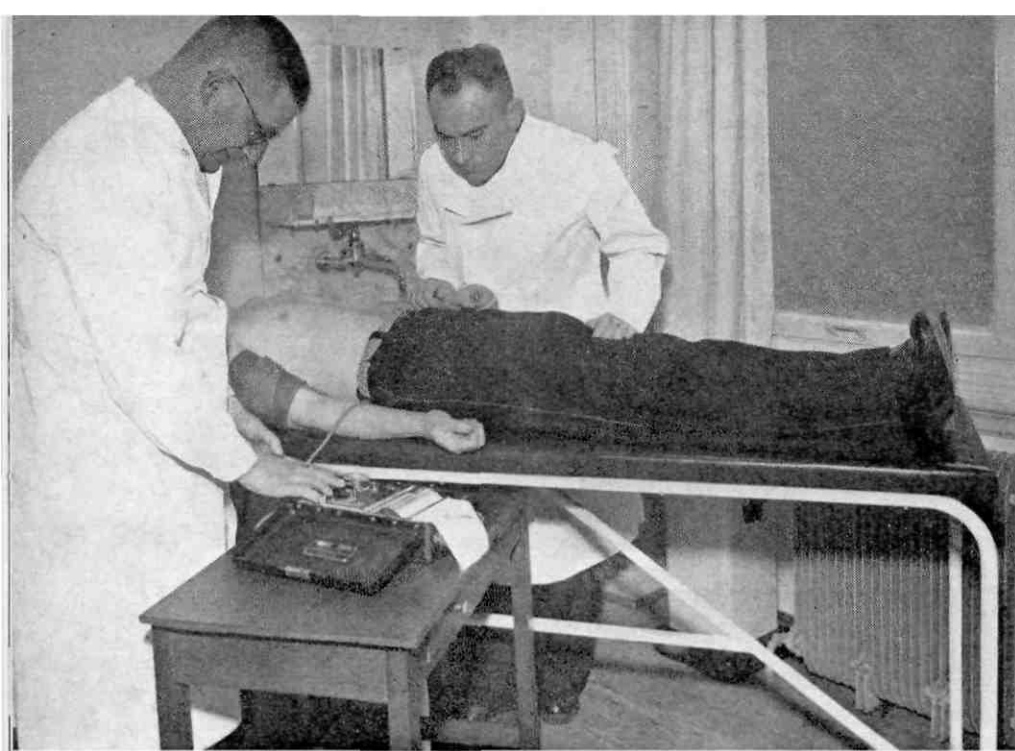
The organized part of the traffic is in the hands of two shipping companies, but these companies agree that they only touch the fringe of the traffic. In an official statement issued recently they say that the greater portion is conveyed by 'what is probably one of the largest systems of one man transport ownership in existence to-day namely "country boats". These have always handled and will continue to handle far more traffic than mechanized propelled inland water transport is ever likely to see within the existing rates structure'.

In the district of Bakerganj, which is the largest rice granary in Bengal, organized transport carries less than 0.4 per cent, the rest being carried in these small boats. In the evening just before sunset, we ran into a veritable armada of these little vessels bringing (in this case) wheat down to the ports. On a river almost too wide to see one bank from the other these little craft stretched, in close formation, as far the eye could see; all had a distinct similarity yet each had a difference that made for individuality, the colour of the sails, even the patches on the sails, the size of the boat, the energy or otherwise of the two or three men crews, some sculling or rowing to assist the evening breeze, others lolling on the cargo or lazily steering at the stern - all this went to make a fascinating picture.

So we see an immense industry made up of small individual units. Each boat is owned by one person, probably manned by near relatives, and each originating from a small village up river.

In an industry so owned and distributed and so individual in character I can only suggest that any attempt to organize it would test even the drive and intensity of the ITF itself!





A Netherlands railwayman undergoing a periodical medical check at a railway hospital has his blood pressure tested

Medical care on the Netherlands railways

by **F. de Jong**, Treasurer, Netherlands Union of Railwaymen, Tramwaymen and Allied Transport Workers

SINCE THE ENTRY INTO FORCE, on 1 November 1941, of the Sick Funds Decree, the Netherlands sickness insurance scheme has been administered by the Government. Governmental supervision of the scheme is exercised through a Sick Funds Council, established by the Ministry of Health and Social Affairs. Provision is made for the representation on the Council of all interested parties (including the workers) and the State.

Compulsory and voluntary insurance

The scheme distinguishes between compulsorily and voluntarily insured persons. Among those compulsorily insured under the Decree are the following two groups:

a) all workers employed by a private undertaking or in the service of a public authority (e.g. State, provincial or municipal) insofar as they are not already covered by special regulations on sickness insurance.

These groups are subject to compulsory insurance in that the Dutch Sick-

ness Insurance Act stipulates that a worker has no claim to monetary benefits if he is not a member of a recognized general Sick Fund.

b) persons in the regular employ of the railways and certain tramway companies; pensioned railwaymen; and widows and orphans of railwaymen who were in receipt of pensions.

Railwaymen have been included in the scope of the Sick Funds Decree since 1 January 1953 – thanks to strong representations by our organization. The principle of sickness insurance for this group of personnel has thus been legally

established, although they are not subject to the same degree of compulsion as their colleagues in the private sector of industry. On the other hand, they enjoy more favourable benefits than the latter in case of sickness.

One of the principal points in favour of a legally-established sickness insurance scheme for railwaymen was the fact that it offered the first real opportunity of securing sickness insurance coverage for pensioners, and widows and orphans.

Workers who are compulsorily insured under the Sick Funds Decree are entitled to:

- 1) medical treatment by their family doctor;
- 2) specialist treatment;
- 3) dental treatment;
- 4) the services of a midwife;
- 5) hospitalization and treatment in psychiatric centres up to a maximum of forty-two days in each case of sickness;
- 6) part payment of the cost of treatment in sanatoria;
- 7) provision of medicines and dressings;
- 8) physiotherapeutic treatment;
- 9) provision of artificial aids;
- 10) ambulance facilities.

The above list gives a general survey of the available benefits. In some cases, of course, the employee has to fulfil certain conditions in order to qualify.

Advantages for railway personnel

The standard insurance contribution is four per cent of the employee's wage. Of this, two per cent is paid by the employee himself and the remaining two per cent by the employer.

Railway pensioners and the widows and orphans of railwaymen or railway pensioners comprise the first group of pensioners in the Netherlands to be brought within the scope of the Sick Funds Decree. In this field, our organization is proud of having performed pioneering work.

One result of that pioneering work has been that, in future, the application of sickness insurance to pensioners will be based on the merits of each individual case. It may also be of interest to note that insured persons from the pensioners' group have to pay only the normal employee's contribution, i.e.

one half of the total premium of four per cent.

A lower wage ceiling is applied to pensioners than to active railwaymen. Compulsory sickness insurance applies to pensioners, widows and orphans only where the former deceased railwaymen did not draw a salary in excess of 5,025 guilders*) per annum during his period of active service. One of the aims of our organization is to secure an improvement in this position.

The wage ceiling of 5,025 guilders per annum, incidentally, applies to all groups of workers covered by the Sick Funds Decree. As soon as an employee draws a salary in excess of that figure, he ceases to be compulsorily insured and must bear the cost of sickness affecting either himself or his dependents. Of course, he can take out an insurance policy against sickness with a private company, but in the Netherlands, as elsewhere, that is an expensive business.

Limitation of wage ceiling overcome

Until recently, therefore, the Netherlands railway employee earning more than 5,025 guilders was in the position of having to pay for the expense of illness out of his own pocket. The fact that the cost of medical treatment, medicines, and hospitalization had greatly increased – especially during the last few years – meant that in cases of serious illness the financial burden involved was almost impossible to bear and sometimes even ruinous for the unfortunate railwaymen concerned.

Our organization, the Netherlands Union of Railwaymen had long been of the opinion that it is of the utmost importance, both for the railway employee and for the railway industry, that railwaymen earning more than 5,025 guilders should be able to rely on adequate medical care and attention. That applies equally to the dependents of railwaymen.

The organization also believed that the industry, i.e. the Netherlands State Railways, should bear a substantial portion of the costs of sickness insurance on a collective basis.

As a result of its untiring efforts in this direction, the union has now succeeded in bringing about a very satisfactory solution of this problem. As

*) £ 1 equals 10,65 guilders.

Part of the spotlessly clean clinic at a railway medical centre in the Netherlands.

from 1 February of this year, railwaymen earning a salary in excess of 5,025 guilders are collectively insured against sickness under a scheme which covers the following contingencies:

- a) hospital treatment, operations, specialist advice and treatment during hospitalization, together with any additional expenses, to a total amount of 1,500 guilders per calendar year for each insured adult and to 750 guilders per insured person under the age of sixteen;
- b) travelling expenses resulting from sickness;
- c) specialist assistance outside hospital up to a maximum amount of 300 guilders per annum per insured person;
- d) treatment in a sanatorium for an indefinite period.

One important aspect of the new scheme is that all eligible railwaymen are covered by it and that benefits apply to all forms of sickness. As distinct from the practice of private insurance companies, no exceptions may be made in the case of persons considered as poor risks. Furthermore, pensioners may continue to be members of the scheme.

Collective insurance compulsory

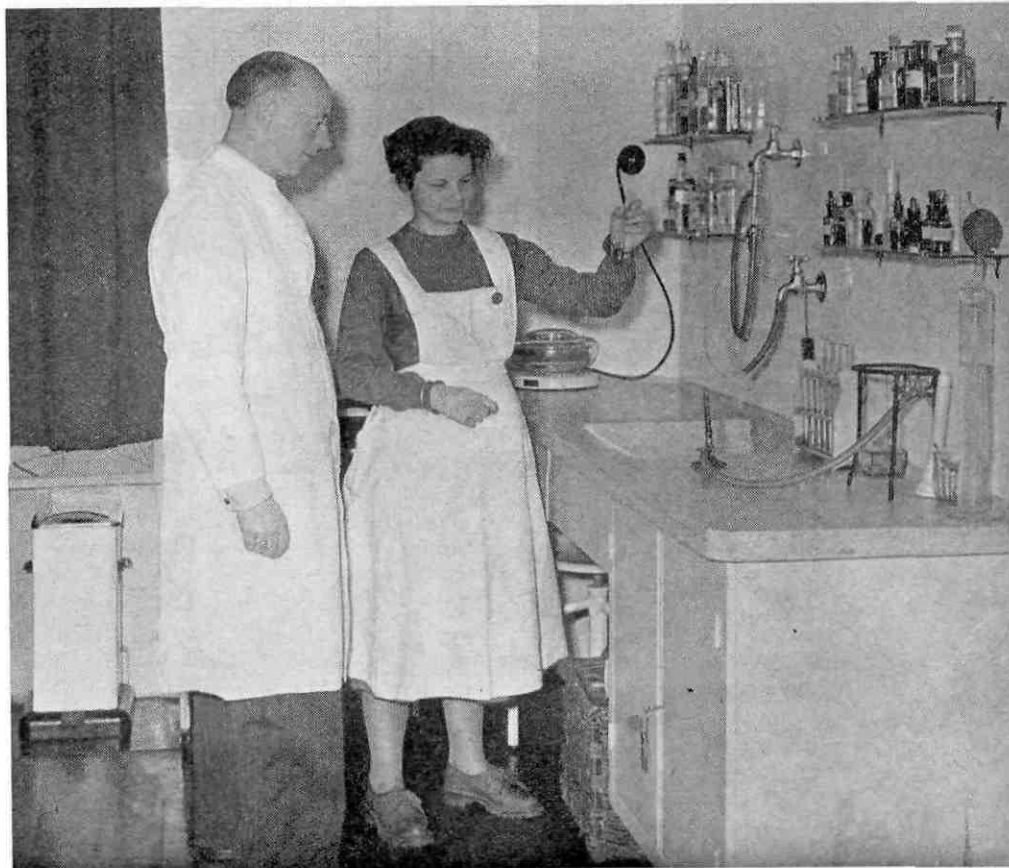
Participation in collective insurance is compulsory for all railway employees. The premium is equal to 2.4 per cent of salary, half being paid by the railwayman and half by the State Railways. An aggregate sum of 170,000 guilders is contributed in premiums each year.

A similar scheme applies to employees of Van Gend and Loos, the road transport undertaking which operates as an ancillary of the Netherlands State Railways in respect of certain freight traffic.

Now that our organization has had several months' experience of the working of this collective insurance scheme, it can be seen quite clearly how advantageous it is to the railwaymen.

Finally, I may mention that the Netherlands Union of Railwaymen regularly cooperates in work connected with the medical care of workers and their dependents in the widest sense. Much of this work is done through the Netherlands trade union centre and special study groups set up by the democratic socialist movement. One result

(continued on page 158)





Captain Henry E. Falk, senior Panama Canal pilot. He is the son of Captain Harry Falk, who served as a Panama Canal pilot from 1915 until his retirement. The two Falks were the only father and son team on the Panama Canal pilot force. They were together from 1926 to 1932.

The work of the Panama Canal pilot

ONE OF THE MOST VALUABLE PERSONNEL ASSETS of the United States is the group of about ninety-five highly-trained pilot specialists in the Canal Zone: the Panama Canal Pilots. They are divided between the Atlantic and Pacific and are members of Local No. 30 of the National Organization of Masters, Mates and Pilots.

Small in number but mighty in ability, these men are responsible for the passage of every ship that transits this fifty-mile long crossroad of the world. Some ships, such as the huge aircraft carriers, use five pilots. Some slow ships may need to change pilots midway. But, large or small, fast or slow, each ship has a trained Panama Pilot to guide it through the canal safely and without delay.

As Capt. Falk swings up the ladder to board the S.S. *Caronia* as she approaches the Canal from the Caribbean Sea, he takes over command of the ship. Her safe passage through the Canal is his responsibility. If the pilot fails and the ship is damaged, the Panama Canal may be responsible, but right or wrong, the pilot is the boss. However, few mistakes are ever made.

The pilots are carefully chosen and the requirements are stiff. The Pilot's Handbook calls for a minimum of ten years' sea duty, a Master's (All Seas Unlimited) Licence and actual command of a ship for one year. He must be versatile in his trade to handle the differing types of ships, new and old, well-trimmed or poorly laden, helmsworthy or hard to handle.

Vast amount of traffic

When the *Caronia* approaches Cristobal, she is identified by blinkers from the signal tower on top of Dock Six and reported to the Port Captain's office. The *Caronia* is marked for southbound transit. Behind, at Colon, the Atlantic entrance, other ships are lining up to head through to the Pacific. Twenty to thirty ships a day use the Canal. Last year 33,611,000 long tons of cargo passed through the locks setting a new record. So smoothly does the Canal handle this huge amount of traffic that its vital importance to world trade is often overlooked. For instance, vessels going to San Francisco from New York would have to travel 13,135 miles if they sailed the long way around the tip of

South America. Through the Panama Canal it is only 5,262 miles.

At Gatun Locks the *Caronia* makes the eighty-foot ascent on this great stairway over the mountains through a series of three chambers. As she nears the concrete walls and towering iron and steel gates of the first chamber, Capt. Falk gives the order, 'Stop the engines'.

The use of 'mules'

Lines are run by Panamanian seamen and made fast to the powerful electric towing locomotives, known as 'mules' which run on rails along the top of the lock walls. The number of 'mules' used depends on the size of the ship. Some large ships require in addition a tug or two. Never exceeding a speed of two miles an hour, the ship is eased into the first lock chamber. The 'mules' control the ship entirely on signals from the pilot.

On the open wing of the bridge, Capt. Falk raises his hands over his head and brings them down slowly in front to shoulder level. That is the signal to start towing. Slowly she inches forward. Not

to scrape the sides, not to hit the forward gate, not to run into the bull chain, not to go too fast nor too slow, these are only some of the things the pilot must watch. Even when he is in the chamber and the water is being raised or lowered, he must be alert to possible failures in the lockage machinery or procedure.

The lockmaster, atop the lock wall, gauges the position of the ship with a practised eye. He plugs his portable telephone into a convenient jack and relays word to the control tower that it is ready to start the lift. Fifty feet above in a glass panelled room similar to the control tower of a modern airport, an operator puts down the telephone and reaches for a lever. Deep inside of the lock walls in huge subterranean tunnels, machinery begins to hum. Ahead of the ship the huge bull chain, suspended in front of the lock gates, begins to slide into the water. Along the walls, on a signal from the pilot the 'mules' strain to their tow. The *Caronia* moves forward, crawling, into the first lock chamber itself. 'Okay, she's clear of the gate and chain'. The lockmaster's voice car-

ries easily through the morning air to the *Caronia's* bridge. Capt. Falk crosses his arms on his chest, then throws them open at shoulder level. That is the signal to stop towing.

A water-filled bathtub

Behind the gates swing closed. The ship is sitting in a concrete, water-filled bathtub, surrounded by four high walls. The sky can be seen only by looking upward. 'Start locking!' the lockmaster calls into his phone. In the tower, the operator flips another switch. From aqueducts located deep inside the walls, water surges into the 'bathtub' with a rush. The ship is lifted as the water level rises.

When the water in the chamber balances that of the upper chamber, the gates between the two are opened. The 'mules' pull the vessel forward again. Once inside the second chamber, the gates between the two steps are closed. The water surges in again with a rush and the locking process, lifting the ship up the second step, is repeated. After leaving the third chamber of the lock, the tow lines are cast off, and the ship then steams into Gatun Lake under her

The S.S. 'Caronia', a de luxe passenger vessel operated by the Cunard Line, is here seen approaching Gold Hills turn, in the Panama Canal's Gaillard Cut.



'Caronia', at left, leaving Gatun Locks and entering Gatun Lake, eighty-five feet above sea level. Shown on this photograph is the 1,000-foot long approach wall.

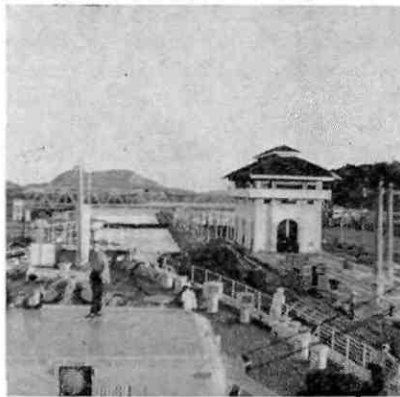


Ships approaching the Panama Canal from the Caribbean Sea are identified by blinker from Cristobal signal tower and reported to the Port Captain's office.





S.S. 'Caronia' entering lower chamber of Gatun Locks. The gates are just opening. Passing through the lock, the vessel will be raised eighty-five feet above sea level.



The 'Caronia' passing to lower chamber in Miraflores lock. Shown in the background is the Miraflores Bridges, the only bridge between North and South America.



As the 'Caronia' leaves the east chamber, the five-cone signal on side of house at Pedro Miguel Locks indicates that the vessel required ten 'mules' or locomotives.

own power.

Water to operate the Canal's locks comes from three lakes, Gatun, Madden and Miraflores which in turn are supplied, principally, by the Chagres River. A complex system of dams controls the levels of these lakes, assuring a never-failing source of water, even during the dry season. Miraflores Lake, near the Pacific end, was created by building a gigantic earthen dam across the Chagres Valley at the Atlantic end. This lake, which provides the greatest stretch of water making up the Canal channel, sits eighty-five feet above sea level. Ahead,

are seen the jungle-coated islands which border the channel. It is a peaceful scene, but the islands are snake-infested and there are alligators and crocodiles on the banks and in the water. Only the passing ships and the well-kept channel buoys indicate the hand of civilization.

Into Gaillard Cut

After passing the mouth of the Chagres River, the *Caronia* enters Gaillard Cut, the narrowest, most treacherous stretch of the Canal. Width of the cut is 300 feet and the distance from Gamboa to Pedro Miguel is eight miles. Average

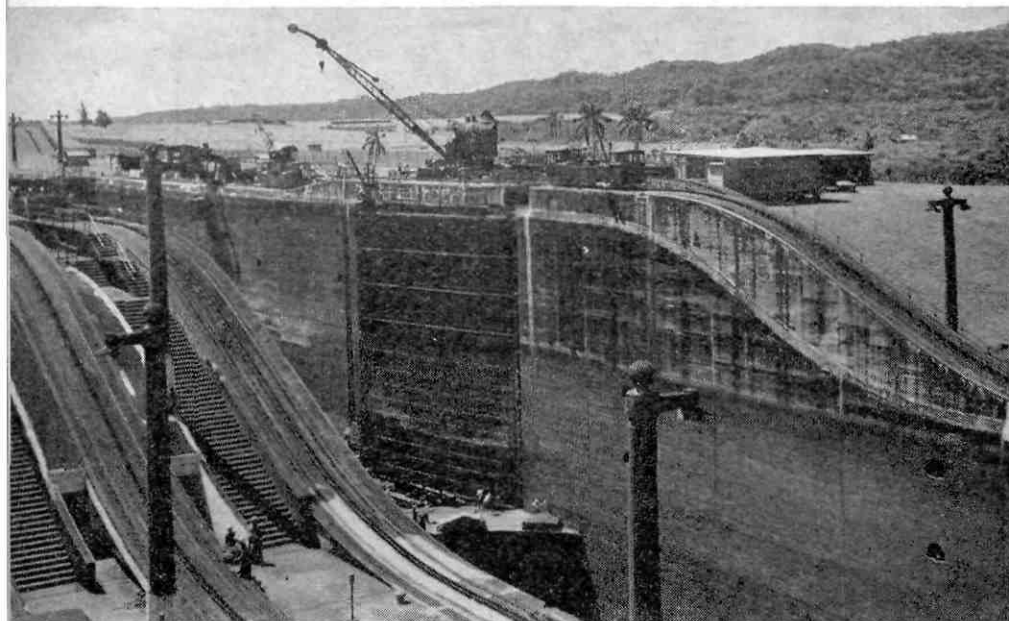
speed of vessels is 6 knots which is reduced to two or three knots when passing a ship going in the opposite direction. A large ship such as the *Caronia*, ore ships, battleships, carriers, and ships carrying explosives have a 'Clear Cut', meaning that no other traffic is permitted in the cut.

Capt. Falk holds the *Caronia* to the prescribed six knots. At each sharp bend sits a signal station. The cone and ball displayed on each station's east yardarm indicates a clear passage ahead around the bend. At night, a red light over a white one is the 'go ahead' signal. In heavy weather, the clearances are given by short-wave radio. Here is when the experience of the Panama Canal pilot shines forth.

At the end of the Gaillard Cut is Pedro Miguel Locks the first step down on the Pacific side and the process for the *Caronia* is the same as at Gatun Locks except that the ship is towed into an already filled chamber of water which is then emptied to lower the vessel thirty-one of the eighty-five feet required to reach sea level.

As the *Caronia* pushes on into the Pacific Ocean, a launch comes alongside and the Panamanian seaman who have made the transit on the ship to handle the lines swing down the rope ladder and Capt. Falk too, disappears over the side to the marine division launch which will return him to the mainland. As the launch veers away, the *Caronia* blows a parting salute of thanks for a job well done and the deep bass roar of the whistle echoes back from the jungle.

Periodic overhaul of locks, carried out every five years, makes it possible for ships to pass through the Canal on a twenty-four-hour schedule, until completion of overhaul.



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The Master, Mate & Pilot

A Russian lorry driver's lament

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The following article, originally published in the Soviet magazine 'Literaturnaya Gazeta', was written by a Russian lorry driver, I. Seryakov, who is employed by the Transport Office of the Timiryasev Local Soviet, Moscow. It may, therefore, be presumed to give a substantially correct, and certainly not exaggerated, account of present-day conditions in the Soviet Russian road transport industry. While apologizing to readers for the rather naive way in which it is written, we think the article interesting in that it not only spotlights the antiquated methods employed in Soviet road transport, but reveals a fundamental lack of coordination which would seem to be characteristic of the Soviet Russian transport industry as a whole.
.....

DAY AND NIGHT, on the Moscow-Simferopol motor road, lorries are busily hauling freight. A powerful SIS-150, loaded with poultry in wooden cages and which, to judge from its markings, is from the Orel region, roars along in the direction of Moscow. It is overtaken by a smart but dusty GAS-51, piled high with fruit from the Crimea. Vehicles bound for Moscow from the Dniepropetrovsk, Kharkov and Kursk areas meet lines of lorries carrying the industrial products of the capital to Tula, Orel and Kursk.

If you look closely at these lorries you will notice that, in addition to butter, cheese, various kinds of fruit, hardware, etc., they all carry one or two, and often three, drums of petrol. Even vehicles which travel only short distances do not set out without their own private stock of petrol.

These petrol drums are a nuisance. Not only does the petrol seep through them and often spill over, but there is always the danger of fire to be considered. Above all, they take up space which could better be used for freight. The collective farmers of the Crimea who send their vegetables to the Moscow markets are forced to carry between 400 and 500 kilograms less because of the petrol bugbear.

It is worthwhile working out just how much these petrol drums cost the State. Every year, thousands of them are moved back and forth between Moscow and Orel. That means that tens of thousands are continuously travelling up and down the Moscow-Orel motor road alone. And that makes one wonder just how great the total number of these 'travelling' petrol drums is, considering that hundreds of thousands of lorries

use our highways.

There is not the slightest difference between the petrol drums of Orel and those emanating from Moscow. They are manufactured from exactly the same materials. The same applies to the petrol, for it all comes from State-owned stocks. Is it not high time that we considered how much these roaming petrol drums cost our country and how much loading space they account for?

Of course, one cannot say that nothing has been done to dam the stream of drums. So-called 'open' permits have been introduced, by means of which one can obtain petrol at any filling station. But just try to get hold of one of these 'open' permits. It takes at least two weeks and even then everyone who applies does not get one. That is why drivers prefer to carry their own petrol.

In fact, the position regarding petrol permits - which are valid either in a single area or in several areas - has long been acute...

Punctually at 8.0 a.m., four heavy SIS-150 lorries were drawn up outside the 'Communists' Fruit and Vegetable Collecting Point to load fifteen tons of vegetables from the village of Rogachevo for onward transit to the 'Kirov' State trading organization in the capital. Their departure, however, was somewhat delayed, because the drivers refused to leave unless they were accompanied by loaders. Since the six loaders employed by the Collecting Point were not available, twelve salesmen were pressed into service at very short notice and took their place on the lorries.

At mid-day, the lorries arrived in Rogachevo, where fifty-two vehicles and 212 loaders were already waiting outside the stores of the District Co-oper-

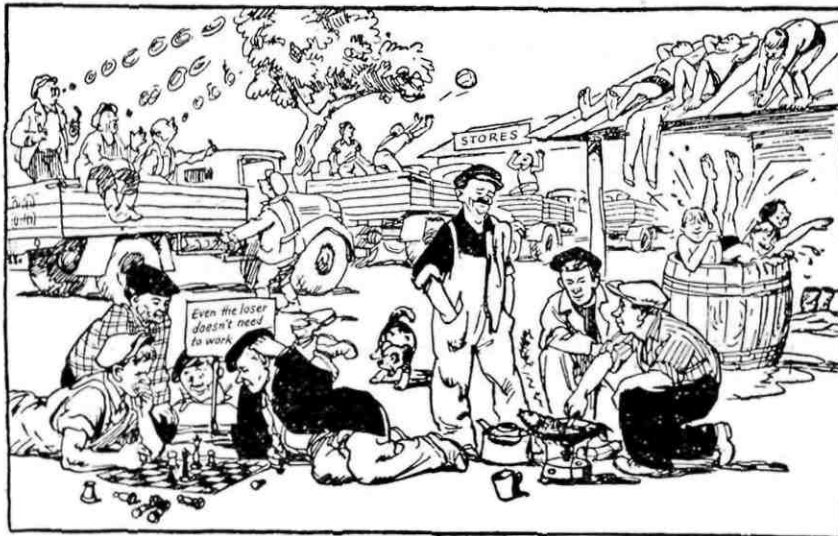
ative. That was really quite a sight! The loaders and drivers who knew what to expect were busy trying to pass the waiting time as agreeably as possible. Some visited a near-by cinema; others went to the reading room, which was well known to them from previous visits; still others amused themselves playing leap-frog.

Finally, at four o'clock it was our turn to load. We worked until 5.30 and then started back. The weather got worse and a cold biting wind started to blow. The drivers and their mates were relatively warm inside the cab, but the loaders on the back just had to freeze. It was getting on towards midnight when we finished discharging our load in Moscow. By that time, the loaders had been travelling for 13-14 hours, only two to three of which had actually been spent on the job.

During all the years I have worked as a lorry driver, I cannot recall ever having made a trip without a special loader. If, for example, confectionery has to be picked up from the 'Red October' factory, then at least one loader and, if a heavy consignment is involved, two must be carried. On one occasion, the superintendent of a kindergarten, having received a bill of lading for a consignment of glass, ordered a lorry and supplied two women teachers as loaders. The latter had to wait their turn at the delivery point like everyone else.

A short while ago, I had to collect two tons of yarn from Ivanovo. I was accompanied by two loaders. On the way, we met several lorries transporting goods from Ivanovo to Moscow. Each of them carried two or three loaders.

Every day, industrial concerns in Moscow and the surrounding district despatch several thousand loaders to various delivery points and concerns. That, incidentally, is true not only of Moscow but of the whole country. How many loaders must be continually travelling up and down the roads of the Soviet Union? They spend the greater part of their working time either riding on lorries or in waiting. No wonder that one sees notices outside many factories, delivery points and stores, reading 'Loaders Wanted'.



Is the State Planning Committee giving any thought to this problem? The maintenance of a whole army of loaders is obviously a very expensive business for the State.

In my opinion, something could certainly be done about this idiotic position. Why should it not be possible to form brigades of loaders at distribution points and supply them with the equipment necessary to their work. If, for instance, the District Cooperative at Rogachevo had such a permanent brigade, it would no longer be necessary for at least 200 loaders to be taken there every day.

It is an impossible situation when a concern which receives a bill of lading for 500 kilograms of salted fish has to send a driver, a dispatcher, and a loader to collect it – particularly when the three of them have to spend five or six hours waiting outside the Fish Combine. In this way, the fish are well on the way to costing their weight in gold, when one considers the additional expense involved. And yet, almost next door to the Fish Combine is the Distribution Centre of the Ministry for Light Industry and Foodstuffs, which would easily take over the delivery of fish direct to the shops concerned.

In Moscow, bread, ice, and sausages are delivered direct to the stores in lorries operated by the firms producing them. Would it not be possible to apply this system to all other goods throughout the country?

Lorry drivers often discuss these questions. Usually, the discussion ends with some sceptic saying: 'That's how it is and that's how it will remain'. But

in my opinion, and in that of many of my colleagues, things cannot be allowed to remain like that. Something must be done about it!

Editorial comment by Literaturnaya Gazeta

The points raised by Comrade I. Ser'yakov must be thoroughly gone into by the State Planning Committee, the Ministry of Transport and the Central Committee of the Road Transport Workers' Union. Conditions such as those described in this article, which are unfortunately not unusual in road transport, can no longer be tolerated, for they indicate that there is something radically wrong with both the planning and organization of the industry.

Drivers who carry fruit and vegetables to the markets of Moscow, who transport industrial products to and from the capital, are forced to take their own petrol with them, despite the fact that there are excellent filling stations on the Moscow-Simferopol Motor Road. The reason? The filling stations are controlled by the Ministry of Road Transport and supply only their 'own' vehicles, i.e. vehicles belonging to the Ministry, or private cars. Under such circumstances, it is obvious that the filling stations are not fully utilized. Officials of the former Road Transport Ministry of the Russian Federal Republic even went so far as to doubt whether filling stations were necessary at all and suggested that some of them should be closed down. Meanwhile, lorries forced to carry their own petrol were constantly roaring past. It is quite obvious that filling stations should be available for all vehicles, re-

gardless of their origin. The former Ministry of Road Transport and the Directorate of Crude Oil Distribution, however, were unable to agree on a system of accounting which would have made it possible to work out quickly how much fuel was supplied to individual depots. A difficult problem indeed! All that was needed was to indicate on the petrol permits themselves the depots to which they were issued.

As we have established, it is not difficult to eradicate the irrational utilization of a huge army of loaders. The experience of the leading transport enterprises indicates how it can be done. The Moscow City Soviet, for example, has introduced the 'centralized transport system', under which the consignor is responsible for loading and the consignee for unloading. This method has been adopted by six of the most important branches of the transport industry. Its introduction in three branches alone – those responsible for the carriage of bricks, coal and metals – has freed 4,700 loaders and helpers as well as a number of vehicles. Unfortunately, no-one seems interested in the speedy general application of this progressive method.

Speed not main cause of road accidents?

THE TEAMSTER, official organ of the US International Brotherhood of Teamsters, reports that one of the most interesting and comprehensive studies of accident causes ever attempted is now being carried out on one of America's main express highways, the Pennsylvania Turnpike, by engineers and technicians making a survey of turnpike transport dating back to 1941.

Another year will be required before complete studies are analyzed and recommendations made to the Turnpike Authority and to the Pennsylvania legislature. In the meantime, states *The Teamster*, some interesting preliminary conclusions have been reached. Some of the conclusions seem to be part of the statistical evidence which several months more of study will only reinforce but not upset.

Among these conclusions is an important one: high speed is apparently not the main cause of turnpike accidents. That, contends *The Teamster*, would seem to upset many popular beliefs about traffic on modern United States express-

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Underemployment in the British fishing industry

by T. Birkett, Transport and General Workers' Union

MANY WORDS HAVE BEEN SPOKEN and much ink has been spilled in exhortations on the need for greater productivity in British industry. It appears the need is there in every industry except fishing; in fact, during the summer months, there is a big decline in demand for fish.

Last year at Grimsby and Hull there was a total of 800,000 stones of fish unsold in May and a further 500,000 stones unsold in June. This year the Distant Water Vessels Development Scheme (a committee which represents the majority of the owners of British distant water fishing vessels based on Grimsby and Hull), decided that rather than land fish in those two months which need to be sent for conversion into fish meal at a price far below the cost of catching, it would be necessary to lay up a large number of vessels. Consequently the conclusions was reached by the Development Scheme that for the period 4 May to 11 July, 1953, 20% of their distant water vessels should be laid up and the catches of the other 80% should be limited to 70% of capacity for sale as fresh fish and 30% for sale for salting. It was later decided that the restriction on catching should be continued until the 31 August, 1953.

In a country which is demanding trade, not aid, it seems remarkable that a state of affairs can exist whereby we restrict our own production of nutritious food because it is alleged that there is no demand for it.

Lack of consultation

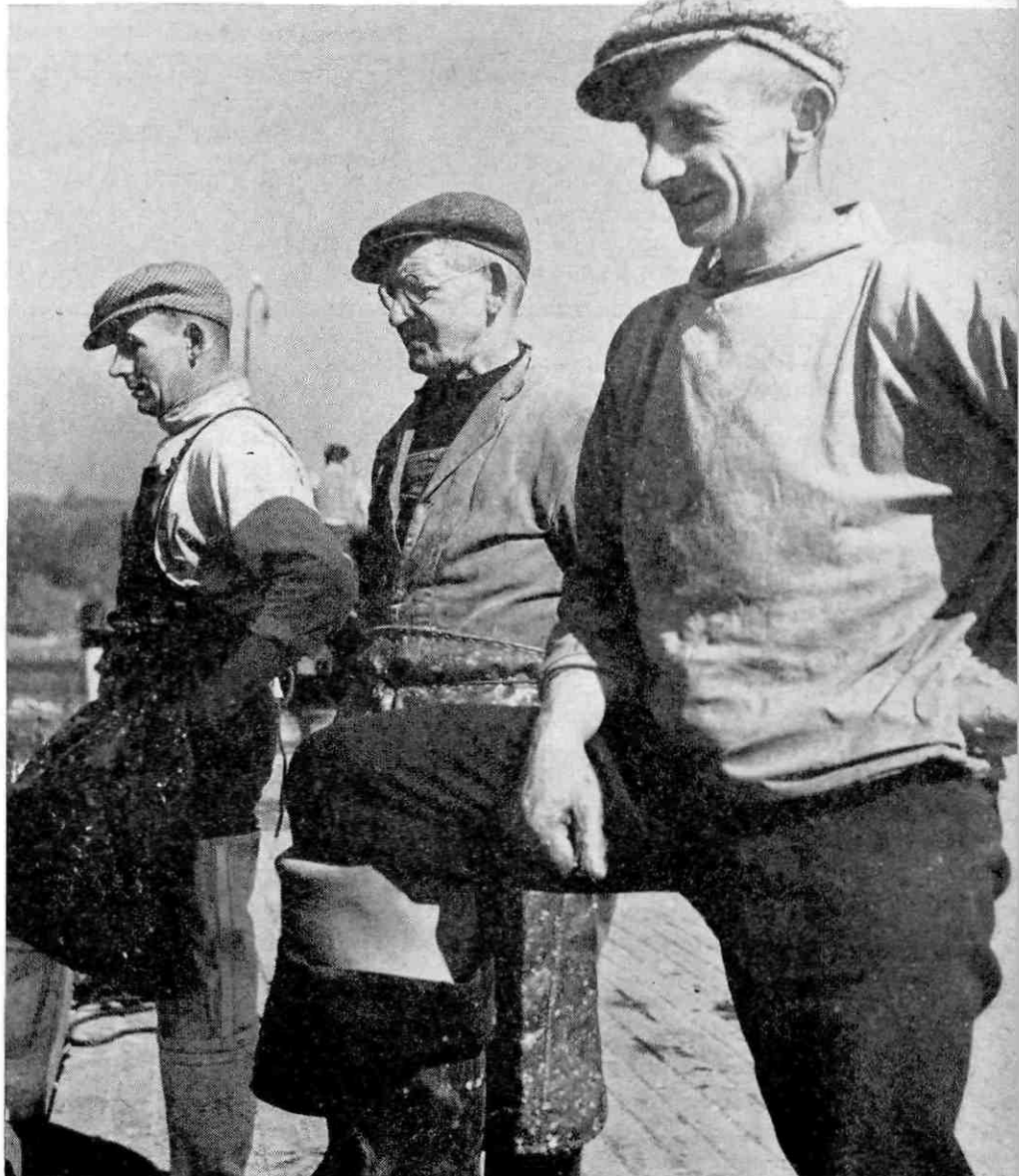
Whilst appreciating that there is no point in landing fish which people do not want we are not satisfied that there

is no desire for fish.

This is not the first time that restriction of production has been decided

upon as a means of overcoming the industry's problems. On each occasion unilateral action has been taken by the employers, and no discussion has at any time taken place with the workers on this matter. If there is to be a scheme involving restriction of production, then such a scheme should be drawn up, not by the trawler owners unilaterally, but by some official or semi-official body such as the White Fish Authority*); in which case such a scheme could be used under the terms of the General Agreement on Tariffs and Trade for restricting supplies of foreign-caught fish.

In view of all the discussions which have taken place on the need for joint consultation in industry it seems remarkable that steps



*) The White Fish Authority, consisting of five members appointed by the Ministers of Agriculture and Food and the Secretary for Scotland, was established in 1950. Its principal aim is to encourage improved conditions in the industry and greater consumption of white fish. It is empowered, *inter alia*, to encourage voluntary arrangements on a co-operative basis for the sale of fish and the purchase of materials and equipment; to undertake, as agents, the 'first sale' of fish landed at British ports; to promote fish exports; and to make arrangements (subject to annulment by Parliament) for the handling, storage, landing, and sale of fish. It is also responsible for the establishment of the White Fish Industry Fund, financed by a levy which may be of up to 1d. per stone of fish landed annually.

of this kind can be taken without any regard whatsoever for the views of the workpeople. The workers in the British trawler fishing industry have always been subjected to this kind of arbitrary decision, but we believe that one of the first considerations that everyone in the industry should have in mind is the well-being of the crews of the fishing vessels.

Protection for the fisherman

These men face great physical risks and hardships during the worst months of the year and it is not good enough that for four months of the year 20% of them can be calmly told they are not required. If it is necessary, by virtue of the fluctuations in demand, to lay up trawlers, then some scheme should be evolved for payments to be made which will protect the fishermen from the chill wind of adversity during the laying-up period.

There is much more to this problem than that of the fishermen or the trawler owners. The community of most fishing ports depends, in the main, on fish for its livelihood - housing, shops, and public services of all descriptions have been built up around, and for the benefit of, the fishing industry. Each of these serv-

ices feels the loss of revenue when fishermen are unemployed or undergoing a lean time. The economy of a whole town may depend on the introduction of decasualization scheme which will provide the fishermen with a reasonable standard of living during those months when the trawler owners have determined he is not required by them.

The Transport and General Workers' Union would be quite happy to sit round the table with the employers and the Government Departments concerned, for the purposes of drawing up a registration scheme which would have under continuous review the manpower required in the industry and the provision which should be made when a registered fisherman is not required because of the falling off in demand of fish.

Financing the scheme

It may be argued that the question of cost of such a decasualization or registration scheme would inevitably arise, but we have in mind the fact that when the White Fish Authority was first constituted a levy of 1/2d per stone on all white fish landed in this country was brought into operation. Since then the

White Fish Authority has determined that its resources are large enough and has reduced the levy from 1/2d to 1/4d per stone. This reduction will make no difference whatsoever to the price of fish sold to the housewife and had the levy been maintained at 1/2d per stone, funds would have been available for the sort of scheme which should be introduced to safeguard the primary producers against recurrent underemployment.

Quite apart from the number of men unemployed at the slack periods of the year, the catches of those men who are employed invariably fetch the lowest of prices. It is equally as difficult to catch fish when prices are low as it is when prices are high and in order to safeguard the position of the fishermen there should be drawn up a system of minimum prices at the port, based on the costs of the industry which would ensure the fishermen a reasonable return for the work he has to perform. At the same time there should be a maximum price at the fishmonger's slab in order to protect the interests of the housewife. The intermediaries in the scheme of distribution would need to operate within these minimum and maximum prices.

OEEC Transport Ministers' conference

THE MINISTERS OF TRANSPORT of the member States of OEEC, together with those of Spain and Yugoslavia, have been invited by Mr P. W. Segers, the Belgian Minister of Communications, to take part in a conference which is to be held in Brussels from 12 to 17 October. The purpose of the conference, which was the subject of a recent recommendation by the Council of OEEC, is to set up on a permanent basis the European Conference of Transport Ministers. When they meet in Brussels, the Ministers will have before them the report of the Conference on Inland Transport, which recently took place under the chairmanship of Mr Attilio Cattani, Chairman of the OEEC Executive Committee. The Canadian and United States Governments have also been invited to send observers to the conference.

Still need for improvements in crew accommodation

ADDRESSING THE ANNUAL CONFERENCE of the British Association of Sea-

and Air Health Authorities, Dr E. B. Meyrick, port medical officer for Swansea recently urged the need for consultations between shipowner, shipbuilder and medical personnel in the designing of seamen's quarters.

He said that while it was understandable that a shipping firm was mainly concerned with cargo and engine space it was wrong to limit the horizon to these matters first and then fit in crew quarters afterwards.

Dr Meyrick drew attention to overcrowding in crew quarters which still occurred in many ships where there was little or no provision for the storage of gear. Even some of the more modern ships did not provide lockers for the crew and without these it was impossible to keep quarters clean and tidy.

'Ashore we are constantly waging a "clean food" campaign and the same could be done at sea. Only too often one finds that the galley staff is without headgear, white coats or aprons. Again, how many are real cooks? After all, a poorly-fed seafarer is not a contented man nor is his health maintained.'

Dr Meyrick said that in a survey of ship's drinking water which had been

conducted during the past three years, 324 ships out of 628 sampled had unsatisfactory water. Of these 184 were British. 'This is an entirely unsatisfactory state of affairs and calls for united action', he added.

Whilst fully agreeing with Dr Meyrick that consultation on the design of crew quarters is urgently needed, we would like to suggest that the scope of such consultation should be extended to include representatives of the seafarers. After all, the men who have to live in the accommodation may possibly have some little idea of what is needed.

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of these activities has been the preparation of a comprehensive report, proposing the establishment of a more equitable social insurance scheme in the broadest sense, with special provision for workers in the higher income groups.

The union feels that, by its efforts on behalf of railwaymen in both the lower and higher wage groups, it has succeeded in creating institutions which, at some future date, may easily be included in the framework of any general social insurance scheme introduced.

Psychotechnical examinations in road transport

THE JULY-DECEMBER 1952 ISSUE of *Le Travail Humain* prints an article by M. Roche, who is in charge of a psychotechnical laboratory established by a number of important French road transport operators. It describes the laboratory and its instruments, and the results of a first test on a group of 100 transport drivers.

The group was composed as follows:
a) twenty-four drivers of motor coaches used either in regular services or for excursions, etc., or (in view of the seasonal character of excursion work) often for both. Some of them were required to collect fares at stops.

b) thirty-six drivers of heavy lorries (7 tons or more) employed on long-distance services, often requiring them to be absent from home for several days.

c) nineteen drivers of lighter lorries (3½ to 7 tons) for medium distances, generally on urban or suburban services enabling them to return home every night, and sometimes required to undertake delivery work and keep accounts.
d) twenty-one drivers of light or heavy but slow vehicles engaged in short-distance transport, generally urban; often also doing miscellaneous goods-handling work.

The description of the tests employed and the results obtained are mainly of concern to the psychologist or psychotechnician on the look out for means of arriving at valid conclusions; but the article also contains observations which will interest the drivers themselves. M. Roche writes:

‘... A third study led us to compare the results relating to occupational sub-groups. It very soon appeared that it was not possible to regard drivers as all belonging to a homogeneous group, irrespective of their particular speciality. A different type of recruit is certainly required for drivers of motor coaches, for instance, who must accept heavy responsibilities, be regular and be in constant touch with the public, than for lorry drivers, some of whom are little more than labourers, only required to drive a few kilometres a day. In addition the prolonged performance of a certain type of work is apt to have profound reactions on the whole of the personality. We have therefore compared the averages of the results of the

tests on our sub-groups – whose mean age was very similar – and we have found a very pronounced gradation. Drivers of passenger vehicles are definitely superior to those of long distance lorries, who in turn are superior to ordinary lorry drivers. Medium distance drivers were often better than short distance drivers.’

An important finding is that the structure of the road transport industry constitutes an obstacle to the employment of psychotechnical methods of selection. To quote M. Roche:

‘... In any case, the strict method of differential study of individuals with a view to selection does not prove very useful in the particular industry with which we are concerned. Selection can only take place at the time of recruitment, and the impossibility of further classifying a driver whom the test shows to be unsuitable stands in the way of any definite conclusion. And in view of the fact that the industry is largely run on the basis of self-employment, it will be a long time still before psychotechnical methods can be generally applied. We therefore envisage other applications which promise to be much more useful.’

The writer of the article considers that road accident prevention is a sphere of activity in which psychologists have a great deal to do in conjunction with other technicians. He says:

‘... We are thinking of accident prevention in the widest sense of the term – prevention based on an analytic study of the accidents. The psychologists can, in our opinion, make a considerable contribution to this analysis of the causes of accidents, which are multiple – ‘kaleidoscopic’, to borrow the description of a specialist –, but which have always a human, a psychological, aspect. We also have in mind that the training of drivers is another very interesting problem. It is regrettable that everything is lacking in this

sphere of activities. An institution for rapid training should be set up, in the entrance to which methods of selection would have their part to play. But what would bear most fruit would be an improvement of the general regulations relating to motor traffic.’

M. Roche concludes:

‘For the most to be made of the work of the psychologist we consider that it should be wide in its scope. Jointly with his task of selecting recruits, which is useful in many cases, he should concern himself with all aspects of the driver’s work. The problems which he can tackle as a psychologist, and for which he can suggest profitable solutions, are certainly very many. And this is true not only of road transport.’

European international waybill proposed

THE EXECUTIVE COMMITTEE of the International Road Transport Union, an international association of European road transport enterprises covering both passenger and goods traffic, met recently in Montreux, Switzerland.

The meeting, attended by representatives from a number of Western European countries, discussed obstacles to a smooth flow of transport across international frontiers and the creation of a European pool for refrigerator traffic.

In a resolution, the Committee stressed that many of the difficulties encountered in international transport were of a purely bureaucratic nature and that the system of controls and licensing should be simplified. As a step in this direction, the International Road Transport Union decided to introduce an international waybill without waiting for official action on the subject.

Commenting on its decision to form an ‘international refrigerator chain’, the IRU stated that Denmark, France, Germany, Italy, the Netherlands and Switzerland had already promised to cooperate. As the first step towards the creation of a European pool, it was intended to invite all firms engaged in refrigeration to form an association on a national basis. Plans for international collaboration could then be worked out. In this fashion it was hoped to secure better cooperation between the various enterprises engaged in this form of transport, thus achieving greater regularity in operation as well as economies by eliminating empty running.

SIU starts new seafarers' library service

CREW MEMBERS aboard United States vessels under contract with the ITF-affiliated Seafarers' International Union will now benefit from a new library service provided by their union. Every three months, the SIU will place fifty assorted books on board all ships, free of charge. The library programme has been developed by the office of the *Seafarers Log*, the SIU's fortnightly newspaper, and will be financed from the *Log* fund.

The distribution of the books will be handled by the SIU Sea Chest, which already has facilities in all major ports for supplying slopcheats to the ships. On coastwise vessels, to which slopcheats are not supplied, the books will be placed aboard by the port agents or union patrolmen in the ship's home port. Vessels which are scheduled to be out for more than three months will get two libraries.

The provision of libraries aboard ship, states our affiliate, answers a long-felt demand by SIU members for suitable reading matter to pass idle hours while at sea. Seamen are known to be avid readers, but until now there has been no satisfactory system providing for the distribution of ship's libraries. Those libraries already aboard ship have been supplied either as the result of efforts by the crew members themselves or by voluntary groups which collect old books for the use of seamen. In such cases, the crew have to provide for the collection and return of books themselves.

However, many of the books so collected are either unreadable because they are torn or mutilated, or else are on specialized subjects which are not of interest to the average reader. In fact, it is not at all uncommon to find items like old geometry textbooks among these assortments.

SIU ships will not be the only ones to benefit from the library service. All US Public Health Service hospitals will be similarly supplied as will also all SIU branch halls.

The fifty books placed aboard will consist of a wide variety of popular reading. As presently planned the titles are broken down into sixteen Westerns, sixteen mystery stories, ten novels, four non-fiction, four humorous books, and two on sports. All books will be supplied in paperback editions through an arrangement with Pocketbooks, one of the largest distributors of small paper-

bound volumes in the United States. The company has a list of several thousand titles to choose from, and with new ones being constantly added, SIU members are assured that there will be no repeats. The latest best-sellers are included in the list.

The SIU has invited crew members who have suggestions as to the titles or types of books they would like to see in the libraries to write in to the union. If there is sufficient demand for books not included in the present assortments, the Seafarers' International Union will make arrangements to obtain them.

Welfare work in the Antarctic

IN A RECENT ISSUE of its official journal, the ITF-affiliated Norwegian Seamen's Union has given a short account of the work performed by the welfare committees which have been set up on board Norwegian vessels taking part in the Antarctic whaling season.

Most of these vessels are now equipped with film projectors of their own and are supplied with films by the Norwegian Shipowners' Association. Between sixty and seventy films are shown on most expeditions, the performances being given on deck during the outward and home voyages. In addition, an increasing number of whaling vessels are being supplied with tape recorders, which are put to a variety of uses in connection with welfare activities.

Reading is extremely popular among whaling folk, and a good library now forms an indispensable item of every expedition's equipment. Bridge is another popular pastime, as are also sports

activities and the study of languages. In addition, there are more ambitious forms of recreation. A number of expeditions have put on stage shows and short plays, whilst on others amateur musicians among the whaling crews have combined to form small orchestras or dance bands.

Welfare activities do not end with the close of the whaling season. Once the expeditions have returned to their home ports, the football season begins - with teams in the 'Whaling League' competing for the 'Whale Cup'. And while that is going on, the welfare committees - consisting of representatives of whalers, officers and shipowners - are busy with plans for the next trip to the Antarctic.

Health service for French boatmen

DURING THE YEAR 1952, the French Health and Social Service for inland waterway workers visited 8,236 families, took up 6,939 cases with the appropriate authorities, and gave some 12,770 interviews.

There were 6,852 consultations given in the Service's centres in Paris, Rouen, Douai, Lyons, Longueuil-Annel and Toulouse, whilst assistance was rendered on numerous occasions not only at the Centres, but also on board inland waterway vessels.

This health service was created to ensure protection for mothers and children, to combat the social evils of tuberculosis, mental disorders, cancer and alcoholism, and to undertake preventive measures by means of periodic examinations and consultations with the French Government's industrial medical service.

(continued from page 156)

ways. The study group found that the 'peak of accidents has been found to occur at speeds between forty-one and fifty miles per hour'. This applies to accidents involving all cars, the survey having so far covered more than forty-two million vehicles. Approximately eighty-five per cent of the turnpike accidents, say the analysts, are due to driver error and only fifteen per cent to 'malfunction, blow-outs, and unlooked for road obstacles.'

Only one per cent of the vehicles were travelling at seventy miles or more per hour and no lorries were involved in accidents at that high speed. The peak of lorry accidents, say the investigators,

occurred at speeds between thirty-one and forty miles per hour.

The turnpike investigators have also collated the ages of drivers with the accidents which have occurred. They have found that almost one-third of the drivers involved in accidents were between sixteen and twenty-five of age, while twenty-nine per cent of all accidents involved drivers between the ages of twenty-six and thirty-five. Only eight per cent of accidents involved drivers older than fifty-six. Regardless of the age of the drivers, it was found that accidents occurred at approximately the same speeds and three out of four happened when the vehicles were travelling at less than fifty-one miles per hour.

INTERNATIONAL TRANSPORT WORKERS' FEDERATION

President : R. BRATSCHI General Secretary : O. BECU Asst. Gen. Secretary : P. TOFAHRN

Founded in London in 1896. Reconstituted at Amsterdam in 1919.
Headquarters in London since the outbreak of the Second World War.
147 affiliated organizations in 50 countries. Total membership: 6,000,000

Seven industrial sections catering for

RAILWAYMEN · ROAD TRANSPORT WORKERS · INLAND WATERWAY WORKERS · DOCKERS
SEAFARERS · FISHERMEN · CIVIL AVIATION STAFF

The aims of the ITF are

to support national and international action in the struggle against economic exploitation and political oppression and to make international working class solidarity effective;
to cooperate in the establishment of a world order based on the association of all peoples in freedom and equality for the promotion of their welfare by the common use of the world's resources;
to seek universal recognition and enforcement of the right of trade union organization;
to defend and promote, on the international plane, the econ-

omic, social and occupational interests of all transport workers;
to represent the transport workers in international agencies performing functions which affect their social, economic and occupational conditions;
to furnish its affiliated organizations with information about the wages and working conditions of transport workers in different parts of the world, legislation affecting them, the development and activities of their trade unions, and other kindred matters.

Affiliated unions in

ARGENTINA (ILLEGAL) AUSTRALIA AUSTRIA BELGIUM BRITISH GUIANA CANADA CEYLON CHILE CHINA
COLOMBIA CUBA DENMARK ECUADOR EGYPT EIRE ESTONIA (EXILE) FINLAND FRANCE GERMANY
GREAT BRITAIN GREECE ICELAND INDIA ISRAEL ITALY JAMAICA JAPAN KENYA LEBANON LUXEM-
BOURG MEXICO THE NETHERLANDS NETHERLANDS WEST INDIES NEW ZEALAND NORWAY NYASALAND
PAKISTAN RHODESIA SAAR ST. LUCIA SOUTH AFRICA SPAIN (ILLEGAL UNDERGROUND MOVEMENT)
SWEDEN SWITZERLAND SYRIA TRIESTE TRINIDAD TUNISIA URUGUAY UNITED STATES OF AMERICA



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