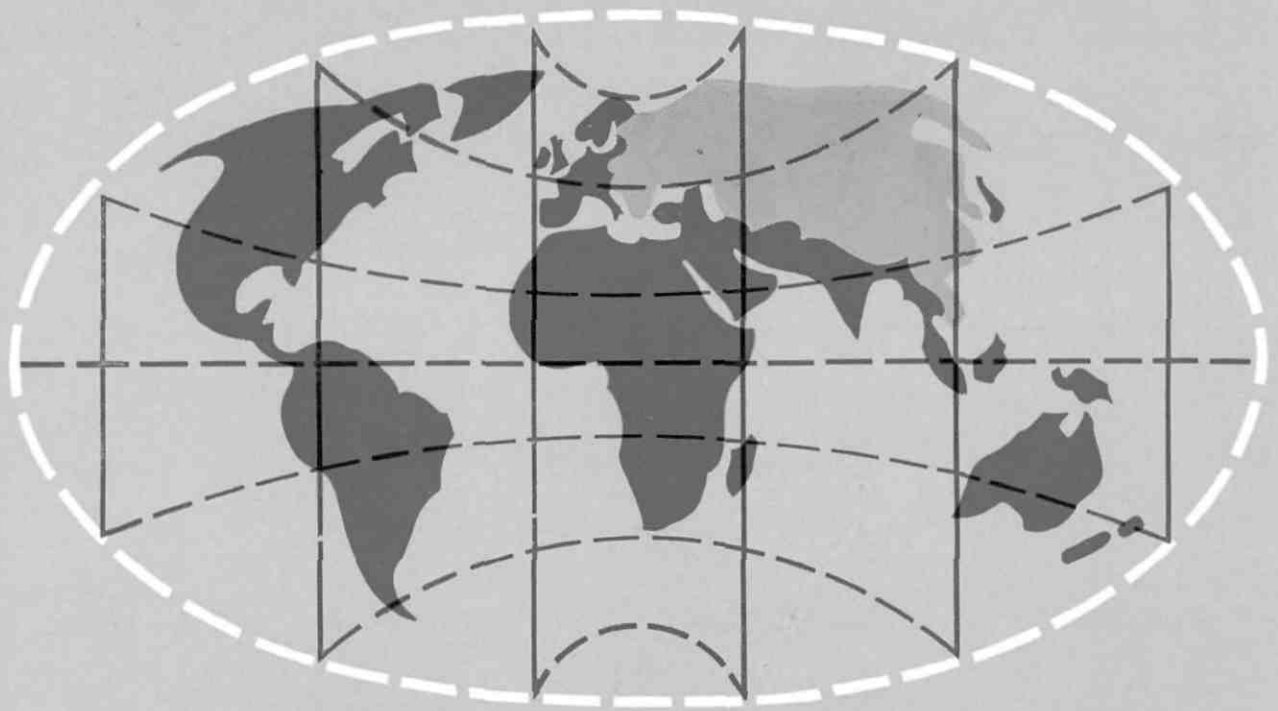


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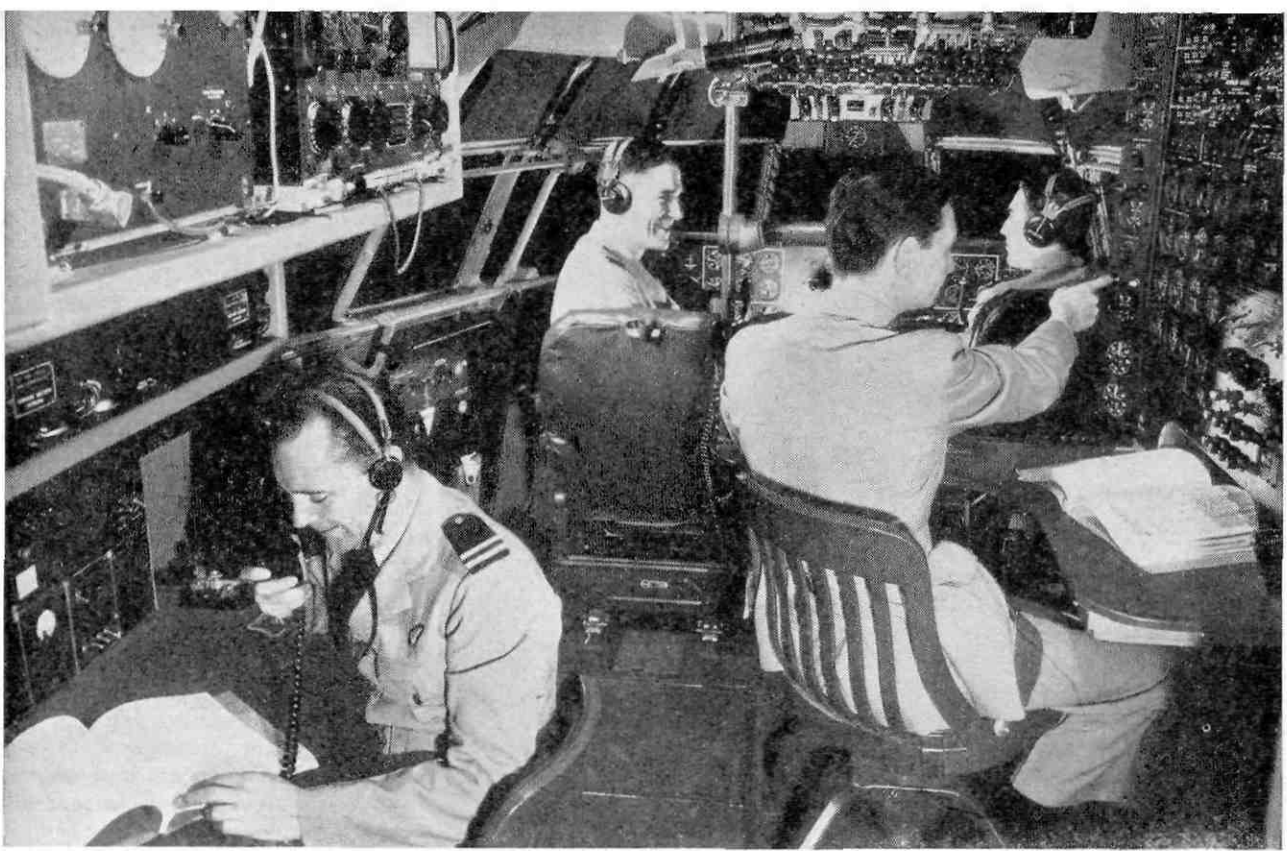
Head Office : Maritime House, Old Town, Clapham Common, London SW 4
Telephone: Macaulay 5501-2 Telegraphic Address: INTRANSFE
Branch Offices : USA 20 West 40th Street, 6th Floor, New York 18, NY
INDIA 4 Goa Street, Ballard Estate, Fort, Bombay 1
LATIN AMERICA Palacio de los Trabajadores, Habana, Cuba

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Forthcoming Meetings:

Washington 25-27 January 1954 ITF Executive Committee



The flight crew complement problem

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

WE MAKE NO APOLOGY for returning to the vexed and topical question of flight-crew complement, since the problem is of continuing importance both to national airlines and flight personnel. Indeed, since our Paris Civil Aviation (Flying Staff) Conference of last June which dealt at length with this matter – extensively reported in our July/August issue – new information has come to hand regarding the attitude of aircrew members in Europe and North America. It is no exaggeration to say that until this paramount problem is decisively tackled internationally, aircrew morale will continue to be adversely affected, with resultant harm to the economy of national airlines and the overall stability of the industry.

ICAO standards inadequate

In the 'International Standards and Recommended Practices dealing with the Operation of Aircraft in International Air Transport' (Annex 6, Fourth Edition to the Convention on International Civil Aviation) implemented 1 May 1953, the International Civil Aviation Organization (ICAO) has reiterated its earlier Standards for flight crew composition:

9.2.1. 'The flight crew shall not be less than that specified in the Operations

Manual. The flight crew shall include flight crew members in addition to the minimum numbers specified in the certificate of airworthiness of the aeroplane or the Aerodrome Flight Manual or documents associated with the certificate of airworthiness, when necessitated by considerations related to the type of aeroplane used, the type of operation involved, and the duration of flights between points where flight crews are changed.

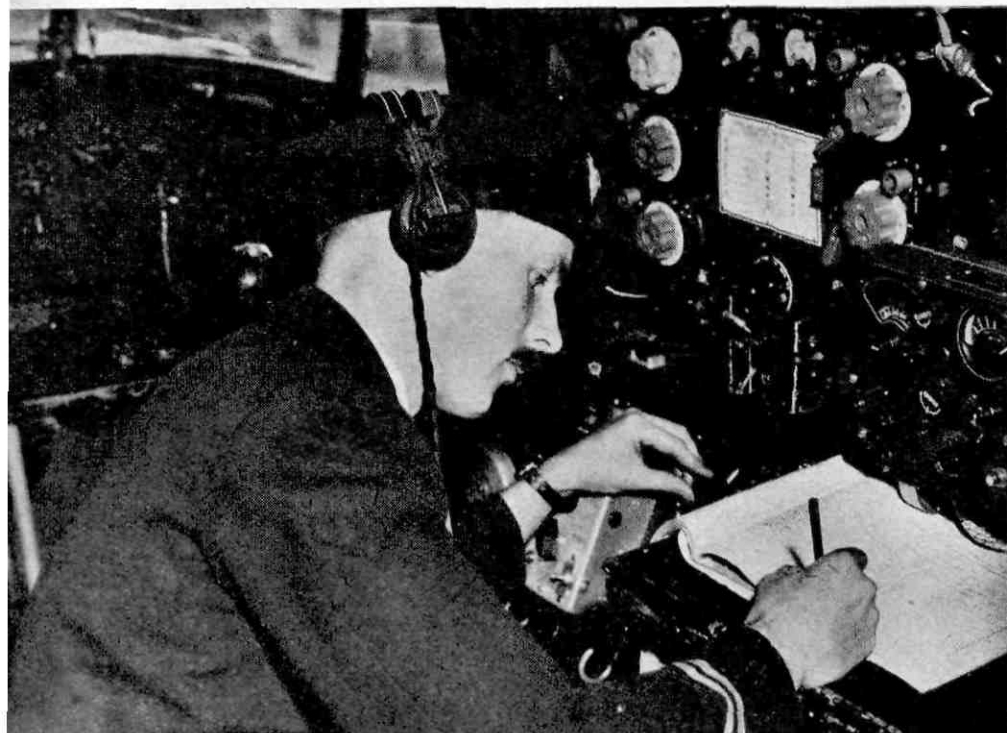
9.2.2. 'Radio operator: The flight crew shall include at least one member

who holds a valid licence, issued or rendered valid by the State of Registry, authorizing him to operate the type of radio transmitting equipment to be used.

9.2.3. 'Flight Engineer: When a separate flight engineer's station is incorporated in the design of an aeroplane the flight crew shall include at least one flight engineer especially assigned to that station, unless the duties associated with that station can be satisfactorily performed by another crew member, holding a flight engineer's licence, without interference with his regular duties.

9.2.4. 'Flight Navigator: The flight crew shall include at least one member who holds a flight navigator's licence in all operations where navigation cannot be accomplished by the use of visual or non-visual ground aids.'

All categories of flight personnel regard the requirements of Annex No. 6 as unsatisfactory; they are minimum re-



One of those most threatened by the present trend towards dual capacity working is the specialist radio officer, who is increasingly being displaced by pilot-operated radiotelephony. Photograph by BEA

quirements which may not necessarily meet the needs of safety and efficiency. Since they lack precise definition they permit a wide range of interpretation, and the International Transportworkers' Federation (ITF) has across the years made representations to ICAO for more specific standards.

British Radio Officers oppose dual-capacity working

The increasing tendency of airline operators to install pilot-operated radiotelephony in aircraft, thereby dispensing with the services of a specialist radio officer, is causing grave disquiet amongst many organizations. The Radio Officers' Union of Great Britain, on the grounds of safety and efficiency, are wholeheartedly opposed to the British Air Navigation (Radio) Regulations which are based on ICAO Recommendations, and which permit the displacement of radiotelegraphy by pilot-operated radiotelephony.

In 'The Signal' of July/August 1953, Mr. O'Neill, General Secretary of the Union, commenting on the loss of the 'Princess Victoria' (a British Railways cross-channel motorship which was lost with 128 lives in the Irish Channel 31 January 1953) states that Mr. Lennox-Boyd, British Minister of Transport, had confirmed that the ship was equipped with radiotelegraphy and carried a

specialist radio officer, and that the Minister was convinced of the advantages of that equipment over radiotelephony. Mr. O'Neill continues: 'It is fairly well known that as an act of policy the British Airways Corporations have decided on pilot-operated radiotelephony as the sole means of communication on aircraft. It is perhaps less well known that this decision has the "imprimatur" of the Minister of Civil Aviation. The paradoxical situation then arises that whereas the Minister of Transport is convinced of the advantages of radiotelegraphy for safety purposes, his "alter ego", the Minister of Civil Aviation, is likewise persuaded of the advantages of radiotelephony. That the two views are wholly irreconcilable is a complicating factor, and a further complicating factor is, of course, that the Minister of Transport and the Minister of Civil Aviation are one and the same person. It is due, however, to the present Minister of Transport, Mr. Lennox-Boyd, to say that the decision about pilot-operated radiotelephony on aircraft was taken long before he assumed office, and, to this extent, he must be completely exculpated.

'This Union's view is that the Airways Corporations' policy is wholly wrong and will lead inevitably to reduced standards of efficiency and safety in the air. At the present time the aircraft

radio officer is quite often the hardest worked and most fully occupied member of the aircrew. Throughout the flight he is wholly engaged on the job of providing an adequate communications service and on the reception of meteorological and control information. For this purpose he has at his disposal medium-frequency radiotelephony, high-frequency radiotelephony and radiotelegraphy. Even with this wide range of apparatus his task is an extremely difficult and onerous one. It is now claimed that all these means of communication and the specialist services of a certificated and experienced radio officer can be dispensed with, and that a more efficient substitute would be a pilot (with an elementary knowledge of radio) who, it is further claimed, will have instant voice contact with control centres by merely pressing a button or two.'

'The argument on the grounds of greater efficiency is not impressive, especially when it is also argued, wrongly as we think, that by dispensing with the radio officer, labour costs will be reduced and payload increased. It is claimed, for example, that high-frequency radiotelephony is more efficient than radiotelegraphy; everyone with experience knows that the overall time taken to clear high-frequency radiotelephony messages, compared with radiotelegraphy messages, is longer. This is due to repetitions required because of the comparative lack of clarity on high-frequency radiotelephony. High-frequency radiotelephony reception is adversely affected by numerous factors which have no bearing on radiotelegraphy - accent, intonation, language difficulties and variations in modulation. It is impossible to "break" a radiotelephony transmission for repetition. Once started, it must be completed before repetitions can be requested; with radiotelegraphy the "listening-through" device enables instant corrections to be made.'

'In our view the case against pilot-operated radiotelephony is overwhelming and we have advocated this view to the Ministry of Civil Aviation and the Corporations. What now seems to

be called for, having regard to the irreconcilable views of the three parties concerned, is an impartial inquiry to reach a decision solely on the merits of the case. The point to be determined should be which system or combination of systems is best designed to ensure, as far as is humanly possible, safety of life and property in the air. Clearly there can be no adequate safety in the air without an efficient system of communications properly manned. The risks of jeopardizing a tried and proven system are too great. When air disasters occur they are immediate and irrevocable, and their causes can seldom be determined with mathematical accuracy. It is hoped therefore, even at this late stage, that those in the Corporations in whose discretion the decision lies, will stay their hand. If they cannot, or will not do so, then the case should go to the arbitration of an impartial inquiry.'

French hostility to pilot-radio duties

The question of pilot/radio dual-capacity working in aircraft has also had recent repercussions in France, the 24-hour strike of Air France flight personnel on 16 June 1953 being a direct consequence of the management's insistence that long hauls, notably the Paris-Saigon route, should be flown without a specialist radio officer.

Speaking on 'Current Aids to Air Navigation' at the French 'Civil Aviation Days' at Royaumont on 12 June 1953, Captain Jean Dabry, veteran flyer, and representative of all flying personnel on the Board of Management of Air France, voiced his belief that reductions in crew complement should be made with the greatest caution. 'The problem of air-ground-air communications has given rise to marked divergency of views between certain airline companies and flight personnel. If very high frequency radiotelephony gives excellent communications contact within its geographical limits, the same cannot always be said of high frequency radiotelephony en route; reception is particularly susceptible to atmospherics and in numerous instances a veritable bottleneck of communications occurs, with inadmissible delays in the despatch

Even under normal conditions, the pilot's task is an exacting one. Multiple duties increase his responsibilities and endanger flight safety standards. Photo reproduced by kind permission of SAS (Stockholm)



of messages. Improvements have been made, but there is still a gap in the telecommunications system which certain operators contend can be filled by dispensing with the specialist radio officer and installing a mere telephone. In fact, on long hauls, the specialist radio officer, whose functions are to maintain communications contact and assist in radio navigation, constitutes an undeniable factor to air safety. It is evident that in the absence of a specialist navigator, the Captain (also responsible for navigation), assisted by a co-pilot performing radio duties, cannot, commensurate with the degree of safety essential to air transportation, fulfil piloting, navigating and communications functions. At the end of a long flight when a difficult approach and landing may have to be made, a pilot's energies should not be further reduced by multiple duties.'

French legislation permits the airline operator to decide the technical aircrew composition 'having regard to the aircraft type and route flown' and in June the management of Air France announced its intention to withdraw the specialist radio officer from long-distance routes. Because of this unilateral decision, flight personnel requested the arbitration of governmental authorities, who, adopting a conciliatory attitude, suggested that the question be further studied before alterations were made. Air France however prejudged the result of this study and proceeded with its earlier plan, appealing to aircraft captains to fly as 'volunteers' with reduced crews. On 13 June 1953, the Minister of Transport, informed of the hostility of French flyers to dual-capacity working, stated that the matter would be referred to the Department of Civil Aviation after consultation between interested parties, notably flight personnel. At the time of writing the outcome is not known, but French aircrew have left the management of Air France in no doubt as to where they stand on this particular issue.

Crew complement problems in the USA

On the other side of the Atlantic the rumblings of discontent have also recently been heard. Ninety-four navigators of Trans World Airlines (a major American company) ceased work on 10 July 1953 in protest against the company's refusal to alter its decision to

withdraw specialist navigating officers from the Rome-Paris route. The staff maintained that such action was a violation of their contract which does not expire until June 1954. The Company thereupon discharged all navigators who failed to report for normal scheduled flights - the company's action thus complicated the work of a member of the National Mediation Board attempting to resolve the dispute. The navigators insisted on reinstatement pending the completion of an inquiry into the safety requirements of the route, and returned to duty on 21 July after the signing of an agreement in Washington; under the terms of the agreement the company reinstated all navigators without loss of seniority. This twelve-day strike cut the company's overseas flights by seventy-five per cent.

It may well be significant that during the strike Trans World Airlines crossed the Atlantic twice on non-passenger proving flights without carrying a specialist navigator. Inspectors of the Civil Aeronautics Administration were aboard the flights which were between New York and Prestwick. A company official stated there was no intention of removing navigators from Atlantic services, but that the purpose of the two flights had been to determine the feasibility of getting along without them in an emergency situation.

ITF attitude to flight crew complement

The ITF maintains that flight complement should consist of a five-man crew, Captain, Co-pilot, Navigator, Engineer and Radio Officer. It does not however adopt an ostrich-like attitude and refuse to admit that technical progress has made it possible to fly on certain routes with less crew members; it does insist that, before any reductions are made, representative staff organizations should be consulted, and seeks to amend regulations which permit arbitrary action by Governments and airline companies. Flying personnel, by the very nature of their duties, are a disciplined body, and resort to extreme measure only when absolutely unavoidable. Navigation aids must be regarded as aids, and not as a substitute for specialist crew members. Civil aviation has attained an enviable degree of safety and reliability; let not the airline operators be so preoccupied with the need for economy that this reputation is lightly discarded by them.

Jet aircraft create new communications problems

THE PROBLEM of one airport advising another while handling Comets or other fast jet transports which may come into use in the future has been discussed by twenty-two civil aviation experts from South-East Asia and the Pacific, at a meeting in Singapore held under the auspices of the International Civil Aviation Organization.

The main problem on the agenda was how to keep up with the speed of the jet age. A Dakota aircraft, for example, takes some six hours to fly from Singapore to Bangkok, but a Comet covers the distance in one-and-a-half hours. The time allowed to get a message through from Singapore to Bangkok advising that the aircraft is coming is one hour and twelve minutes. Delegates were told that with present equipment it is almost impossible to get a message through between such points in sufficient time for the Comet service.

The task of the ICAO meeting was to decide what new equipment is needed and where. The automatic radio teleprinter is one piece of equipment which may be installed as a result of the meeting.

Safety problems in US air navigation

IN AN EFFORT to minimize the risk of aerial collision, the Chief Pilot's Committee of the IATA has submitted proposals to the Civil Aeronautics Administration in the USA designed to limit the speed of aircraft over and in the vicinity of airports to 150 and 180 miles an hour respectively. It is hoped that such a limitation will contribute to air safety and considerably facilitate movement control in the case of airports with heavy traffic.

A further safeguard against collision in the air is to be introduced by practically all air companies in the coming spring and summer and is already in use by a number of airline operators. This consists of using high-powered rotating lights on aircraft as a means of recognition. These lights are much more penetrating than those formerly in use and therefore facilitate recognition at a greater distance, thus reducing the danger of collision. Experiments are being conducted on the comparative efficacy of various colours, some companies

(continued on page 176)



Sixty years of the Norwegian Locomotivemen's Union

by **Alfred Skar,**
Norwegian
Trade Union
Federation

THE NORWEGIAN LOCOMOTIVEMEN'S UNION celebrated its diamond jubilee on 22 October last. It is thus only some eleven months younger than the other major organization catering for Norwegian Railwaymen, the Norwegian Railwaymen's Union. Both of the unions have been affiliated with the ITF since the year 1920.

Norwegian locomotivemen were among those who helped to found the Norwegian Association of Railway Unions on 20 November 1892 and were represented on the first Executive Committee of the Association. A few months later, in June 1893, plans to establish a separate national organization catering exclusively for locomotive personnel were mooted. (A similar movement started at approximately the same time among Norwegian train guards.) The locomotivemen were dissatisfied with a wage claim which had been submitted to Parliament by the Association of Railway Unions and evidently thought that they could achieve better results by negotiating as a separately-organized group.

The idea of a national union of locomotive personnel received a favourable reception and a preparatory meeting was held in Kristiania (now Oslo) on

6 August 1893. The year before a local association of locomotive personnel had been formed in the Drammen district (Drammen is Norway's fifth largest town) and it was this association which took the initiative in organizing the meeting. The decision to form a national union was unanimously adopted by a strongly representative gathering and the health of the future organization was drunk in a 'bowl of punch provided expressly for the occasion', as the minutes put it!

The meeting also set up a committee to work out a constitution and to arrange for the holding of an inaugural convention. The latter took place on 22 October 1893. In addition to the association in the Drammen district, it was decided to establish branches in the Kristiania area, on the Hovedbane (Norway's first railway, then still partly

financed by British capital), and in the Trondheim district. Later the same year, a branch was also set up in Hamar.

The inaugural convention was attended by representatives from railway districts throughout the country, a total of sixty-six delegates. The constitution was adopted (it provided for a trade union subscription of twenty öre per man per year!) and an Executive Committee of twelve members was elected. Karl Andersen of Kongsberg was chosen as first President of the Norwegian Locomotive Personnel Association (the original name). It was he who had taken the original steps to form the national organization, which began its life with 333 members.

The story of the Locomotivemen's Union's early years is one of the difficulties which faced nearly all workers' organizations founded a generation or so ago. It is therefore all the more surprising that, at its second annual conference, which opened on 14 October 1894, the union should already have discussed the possibility of cooperation



Karl Andersen, the man who founded the Norwegian Locomotivemen's Union and became its first President in 1893.



Brother M. Heggstad, President of the ITF-affiliated Norwegian Locomotivemen's Union in its Diamond Jubilee year.

among locomotivemen throughout Scandinavia. It was agreed that Karl Andersen should undertake a trip to Sweden, and perhaps also to Denmark, in order to make contact with colleagues in those countries and to study wages and working conditions there. Traveling expenses were to be covered by collections in the district branches.

Karl Andersen started out on his journey in the autumn of 1894, but it seems that he only got as far as Gothenburg. There he met, among others, August Kjellgren, a locomotiveman on the Swedish State Railways. One of the subjects which they discussed was the question of establishing a Scandinavian Locomotivemen's Federation, a subject which had been dealt with during the summer by both the locomotivemen's organizations then existing in Sweden. The President of the Swedish Locomotivemen's and Firemen's Union, Johan V. Orre, was made chairman of a joint committee which was set up to enquire into the question. Through a Norwegian locomotiveman employed on the Bergslag Railway, Orre later came into contact with Karl Andersen.

In 1895, Andersen received a State grant to study wages and service conditions on the railways of both Sweden and Denmark. During the course of his trip he met Carl Roosen of Copenhagen, and later put him in touch with Orre.

The Norwegian union had three rep-

During the long winter months, conditions such as these are a familiar part of the Norwegian locomotiveman's life.

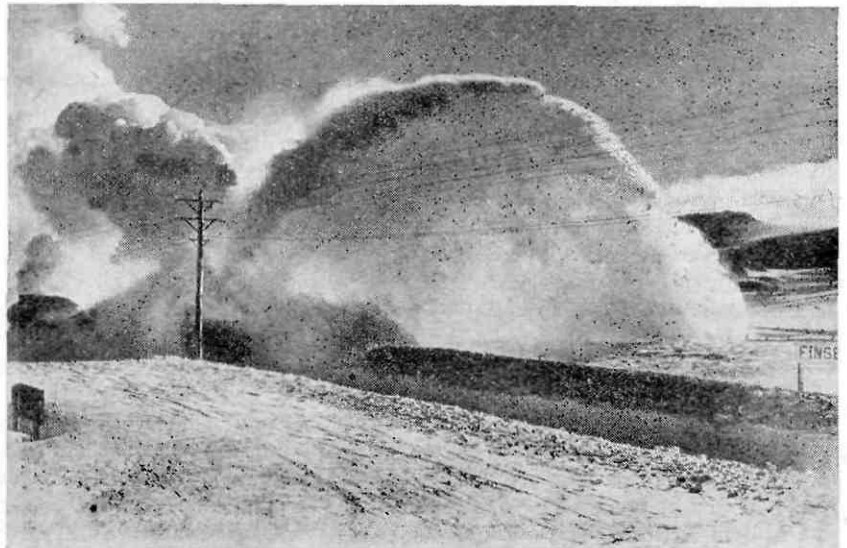
representatives at the first Scandinavian locomotivemen's conference which was held in Stockholm on 15 and 16 September 1897. At this conference, however, there were no delegates from either Denmark or Finland. Nevertheless, delegates from both countries were present at what is considered as the first All-Scandinavian Locomotivemen's Congress, that held in Gothenburg on 8 July 1898. At this gathering, it was agreed to set up a Scandinavian Locomotivemen's Federation, and the Norwegians took it upon themselves to organize the next congress, which was to be held in Kristiania in the following May.

The organization of the second Scandinavian locomotivemen's congress created quite a number of problems for the Norwegian union, but it seems to

have been able to solve all of them satisfactorily. A strong committee was set up to prepare for the reception of the Congress, funds were collected from among the branches and the union was even successful in persuading Parliament to grant a sum of 500 kroner towards the expenses. In addition, the management of the Hovedbane donated 300 kroner.

The Congress was held on 27 and 28 May 1899. A large number of important subjects were discussed and it is only natural that the Norwegians should have considered it as a feather in their caps that a draft constitution of the Norwegian Locomotivemen's Union was used as the basis of a discussion on the rules of the Federation. On the first day of the Congress, delegates were taken on a trip to Holmenkollen (a famous Oslo ski-jump) by the newly-opened electric light railway and on the following day a boat trip on the Oslo Fjord was arranged. For the first time, the ladies of the Congress took part in the trips and other festivities. The gathering was attended by 150 persons, of whom eighteen were from Sweden, twelve from Denmark, and two from Finland. In other words, the Norwegian delegation was quite an impressive one.

Despite the difficult conditions under which the Locomotivemen's Union worked, it was represented at all the later All-Scandinavian Locomotivemen's Congresses, including those held in Copenhagen in 1901 and at Helsinki in 1905. In the history of the Norwegian Locomotivemen's Union there are many examples of the importance attached to inter-Scandinavian and international cooperation and that the value of such



cooperation has been fully appreciated. by Norwegian locomotivemen.

The question of a national grouping of all Norwegian railway personnel has been more or less topical ever since the creation of the Norwegian Association of Railway Unions in 1892. This is neither the time nor the place to attempt to apportion blame for the fact that such a national grouping has not been achieved. One thing that is clear is that the locomotivemen have thought they would best be served by the maintenance of their own independent union. It is also a fact that many of the area branches were also affiliated with the Norwegian Association of Railway Unions long after the creation of the locomotivemen's national organization. This dual affiliation finally came to an end in 1910. During the course of the last sixty years there have been many attempts to establish an all-embracing railwaymen's union. Sometimes cooperation between the various groups has been so smooth that the organization of all Norwegian railwaymen in a single union would have seemed its natural corollary. But there has always been some hitch which has led to the shelving of the question.

Since 1948 – as the result of a decision taken by the Norwegian TUC – there has been in existence a joint organization (Kartellet) designed to settle any disputes which might arise between the Norwegian Railwaymen's Union and the Norwegian Locomotivemen's Union. Up to the present, however not a single meeting has been held by it – for the simple reason that there has

been no dispute which would have warranted such treatment. That fact says much for the close cooperation which has existed between the two organizations during the last few years.

Throughout its sixty years of struggle, the Locomotivemen's Union has played an important role in safeguarding the wages and working conditions of its members. Ever since the first trains began running between Kristiania and Eidsvoll on 1 September 1854, the locomotivemen have been relatively well-paid employees, enjoying considerable social prestige. Locomotive engineers were well placed in the first railway wage schedules to be issued and throughout the years their organization has done everything possible to ensure that they maintain their position. Occasionally there have been setbacks, but the union has never failed to win back lost ground. The last large-scale dispute concerning the status of locomotivemen occurred six years ago and ended in a clear victory for the railwaymen.

The number of locomotivemen employed on the Norwegian State Railway now totals 2,310. In addition, a further sixty locomotivemen are employed by the Luossavaara-Kiirunavaara Company of Narvik. On its diamond jubilee, the Locomotivemen's Union can claim a total membership of approximately 2,370. That total naturally varies slightly as men enter or leave the railway service, but to all intents and purposes the locomotivemen of Norway are 100 per cent organized in the ITF-affiliated Norwegian Locomotivemen's Union.

Modernization of German fishing fleet

MINISTERIAL CIRCLES in Western Germany are reported to be studying plans to replace the existing German fleet of about 100 fishing luggers with fifty modern and more efficient vessels. This will be effected in the course of a proposed five-year replacement programme, the existing fleet being considered largely over-age.

At the same time, a Federal Government report on the fishing industry makes it clear that the German steam-trawler fleet is the most modern in the world, according to the 'Hamburger Anzeiger'. Whilst the average age of German steam-trawlers at the end of 1947 was 21.8 years, this had fallen to 9.6 at the end of 1952. The fleet then consisted of

210 vessels of about 100,000 tons gross.

At the present time, there is a serious surplus of fisherman in Western Germany owing to the considerable number of fishermen who have fled from the Eastern Zone to escape Communist domination. That being so, it is difficult to understand the assertion that the lugger replacement programme will not cause hardship to individuals as the men formerly in fishing vessels could find work in merchant ships. If it is so easy for them to find work in merchant vessels, why is there such a large surplus?

The real problem facing the German fishing industry is considered to be not so much the replacement of older by modern, but fewer, vessels needing fewer men to handle them, but the extension of its markets. In this connection it is illuminating to learn that, in many

months of this year, about twenty-five per cent of the landings remained unsold, partly owing to the loss of the market in the Eastern Zone, but also largely to the comparatively low consumption of fish in Western Germany.

A Gerda come to judgement!

THE FOLLOWING SAMPLE of Communist dialectics (sic) is taken from a typically pompous article on the East German revolt of 17 June written by a Miss Gerda Haak, who is described as the Area Secretary of the Halle Socialist Unity Party. The article originally appeared in the Halle Communist newspaper Freiheit (Freedom!).

In view of the engaging candour displayed by its author, we feel that any comment from us would be superfluous. However, we would like to remind readers of an old jingle which seems singularly appropriate. It runs like this: 'O what a tangled web we weave when first we practise to deceive.'

Miss Haak writes: 'Our Government has developed our People's industry into a powerful economic and political factor, permitting of neither crises nor mass unemployment.

'If a worker strikes against such a government, then basically he is striking against his own class. All the achievements of our working class are endangered by such a strike.

'A strike in our Republic not only endangers the achievements of our workers' and peasants' State; it also endangers the peace of our country and peace throughout Europe. The 17th of June, was the most striking proof of this. On that day – as Walter Ulbricht stated in his address to the workers of Halle – Germany was on the brink of war. For that reason, a strike in the German Democratic Republic is also directed against the interests of the international proletariat.

'That is what must be said to all those who believe that a strike in the German Democratic Republic is guaranteed by the Constitution and that they may therefore make use of the right to strike at any time. The proclamation of a strike in the German Democratic Republic is an encouragement of our enemies, an encouragement of the warmongers, a crime against the working class. *That must be said of every strike in the German Democratic Republic even when workers claim that they desire only to further industrial demands thereby.*'



Smiling red-headed Toulouse bus driver, Polydor Verbecke, on the job. He works a 6 a.m. to 6 p.m. shift and most of his evenings are taken up with union work



Some FO Toulouse transport workers discuss union matters. Left to right are Polydor Verbecke; Alexandre Audige; Louis Deilha, regional FO representative; René Lafont, member of a disciplinary committee which reviews cases of disciplinary discharge; Lucien Boubee, Toulouse Secretary of the FO Transport Workers' Union

Portrait of a French Trade Unionist

by K. L. Stevens

WHEN A RED-HEADED CITY BUS DRIVER has so much humour that he is labelled 'sunshine' his success in an uphill union struggle should be no surprise. Bulky Polydor Verbecke was given his pleasant nickname by comrades who have gained from his unrelenting but always good-humoured battle with bosses and Communists to secure free trade union victories.

The energy which is generated by the 230-pound Polydor was shown recently when he returned from a special trade union school near Paris sponsored by the International Confederation of Free Trade Unions. In a burst of enthusiasm, the bus driver promptly went out and recruited six new members for his branch of the *Force Ouvrière* Transport Workers' Federation. His only comment: 'I haven't stopped yet.'

The need for just such energetic recruitment prompted Verbecke's trip from his home city of Toulouse, in the south of France, to the school, held at *Chateau de la Brevière*, in the Forest of Compiègne, near Paris. He and forty-three other transportworker-students received training for union organizing at the school, planned as a new educational aid by the ICFTU, the ITF and *Force Ouvrière*, the non-Communist French trade union centre.

Polydor got into both bus driving and union organizing only after a series of

personal trials which would have dismayed anyone but the cheery 'sunshine of Toulouse'. Formerly a truck driver in the north of France, where he was born in 1908, Polydor, his wife and only daughter finally took refuge in the south of France ten years ago, after several wartime dislocations.

While he was away fighting in the French army early in the war, advancing German troops overtook their town, destroying the Verbecke's small house. His wife Aline and thirteen year old Giselle escaped to Brittany with a large

photograph of a proudly smiling Papa in soldier's uniform as their only salvage. Continually fleeing from onrushing armies, the wife and child finally contacted Polydor when, after a year's silence, he received nineteen letters from his family in the same mail as he lay in a Bordeaux hospital recovering from wounds. Discovering the latest 'home' address was only 100 miles south, Polydor sneaked out of the hospital and hitchhiked to the spot.

For the next year, wearing his dyed army uniform, he drove a truck for a relief depot. In those days of scarcity, following the capitulation of France, Polydor was often urged to smuggle out goods to sell on the black market. 'I could have made a million', he says now, 'but I wouldn't have been able to sleep at night. We didn't want that kind of money.'

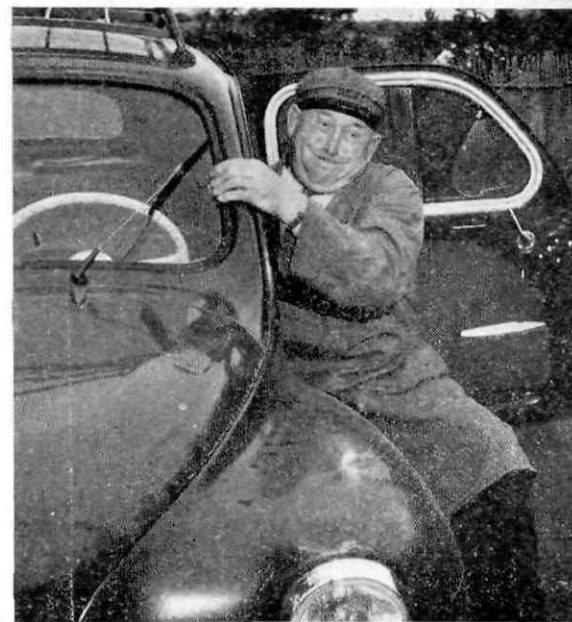
Later they moved to Toulouse where Polydor became a city bus driver. When the war ended, he and some friends started organizing a union, affiliated to



Seated in his bus, burly Polydor Verbecke chats with union colleague Lucien Boubee, Secretary of the Toulouse Branch of the FO Transport Workers' Union



Like most Frenchmen, Polydor likes his glass of 'rouge' with his meals. He and his wife, Aline, don't eat a lot, but Mme Verbecke's excellent cooking makes up for that



Polydor has a sense of humour and doesn't mind making fun of his own bulk. He is here trying to get into a Renault car which is not quite the size of the bus he drives

the Confédération Générale du Travail (CGT), to which he himself had belonged before the war.

But the CGT had changed its complexion. Polydor relates that the Communists had gained control of the city administration. Nobody got a job without a party card and the union soon was stacked with Communists, as happened in most CGT unions throughout France. Inside the union, Polydor, who had always been a Socialist Party member, helped form a socialist caucus, 'Amicale Socialiste', with four others.

In late 1947, when the Communists were calling general strikes all over France, they shut down the Toulouse transportation system completely, in the process virtually closing down the city as well. Wages were low and working conditions far from ideal, Polydor says, but the Communist leaders of the CGT were not striking for workers' benefits. They were out for exclusive power.

As other democratic trade unionists fought back elsewhere, Polydor and his friends in Toulouse transport succeeded in squashing the threat and forming a separate democratic union. They joined the newly formed CGT-Force Ouvrière, the national group of democratic unionists who left the communist-dominated CGT in late 1947.

The success of their battle and union philosophy is told in recent events. The Communist-dominated CGT, in June 1952 called another 'general strike', this time protesting against the arrest of some of their leaders following some violent demonstrations. Of 1100 workers, only about 150 struck. FO's 500 members and even the majority of CGT's 350 remaining members preferring to conserve their energy for serious economic protest in the future.

Polydor, now the elected delegate of the bus drivers, says they will need all their energy. He earns 25,000 francs (about \$70 or £25) a month; and French prices are at least as high as anywhere in Europe. A constant threat of unemployment exists as the transport company, now returned to its former stockholders, modernizes and replaces streetcars with buses. In the last five years, 700 workers have lost their jobs.

Mama Aline is taking in washing these days to supplement the family income. 'We don't eat a lot', says Polydor, 'but what we eat is good - and Mama is a good cook. Though I don't often take an aperitif before meals, I like to have my 'vin rouge' (red wine) at meal time. But prices keep going up, up, up!'

Since he returned from the union training course at La Brevière, Polydor



Polydor does a spot of gardening in his spare time. Most of his free time is taken up with union work, but he nevertheless enjoys an occasional spell in the garden

has been elected by his comrades to the administrative committee of the FO Departmental Union. With a bus driver's split shift, from six a.m. to six a.m., and union work in the evenings, the red-headed dynamo has a long day. He has no time to go home between shift hours, but he comments, 'That's alright. It gives me time to look after grievances – and haggle with the Communists.'

Almost every night there is a union committee meeting or some other union business that keeps him in town. Apart from being a delegate, he belongs to the social aid commission and is one of the three workers' members of the council of discipline, which reviews all cases of disciplinary discharge.

'The three of us always vote against firing anybody – after all that's our role as workers' representatives.'

On this subject, Polydor feels the training at La Brevière has been a real aid. He explains that the school helped him to understand just what the delegate's rights are in participating in questions of hiring and firing.

'I still may not always know what they're talking about but I do know what we're entitled to – and they won't cheat us.'

Verbecke can laugh about many things. He shares an eight-room house on the outskirts of Toulouse with three other families. 'When I take a bath, Mama fills a tin wash tub with hot

water; I make myself petit, petit and I jump in.'

But he has a serious understanding of his union role. At the school he studied organizing and propaganda techniques the history of the old, 'the real' CGT, and something of the trade unions in other countries.

'We have a lot to thank them for, the other trade unions,' he says, 'not only for the course at La Brevière that they financed but for the courage they gave us, knowing we're not alone.'

'We in FO are still not as strong as we'd like to be. But the free trade unions in a lot of countries are setting us a good example – one that we 'young militants' are doing our best to follow.'

The Canadian Board of Transport Commissioners

THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA was originally set up as a railway regulatory commission on 1 February 1904 under the name 'Board of Railway Commissioners for Canada'. With the economic growth of Canada, especially during the first half of this century, additional powers and jurisdiction over other forms of transport were conferred on the Board by Parliament, and in 1938 the Board was given its present name.

Competition ineffective

To a vast country like Canada, which extends some 4,000 miles from coast to coast, the railway represents its very life-line, and construction of the first railway was begun some thirty years before the various provinces united to form the Dominion of Canada. This was a short link between Laprairie and St. Johns, Quebec, begun in 1835. By the end of the century there were 17,657 miles of railway in Canada. By 1952 the figure had risen to over 42,000. Most of this mileage is operated by two great transcontinental systems, the Canadian Pacific and the Canadian National, the former privately, the latter publicly owned.

Competition having early proved ineffective in maintaining railway passenger and freight rates at a reasonable level, the task of control was assigned by Parliament to a Railway Committee of the Privy Council in 1866. This body, consisting of elected representatives

from among the members of the Federal Cabinet, proved of limited usefulness for a variety of reasons, not least among which was a lack of technical training in railway matters. Widespread criticism of railway rate practice continued and, under the Railway Act of 1903, the Board of Railway Commissioners was substituted for the Railway Committee.

An independent body

The Board is an independent, statutory body exercising such powers as are expressly conferred on it by statute. Its orders and decisions have the force of law, the only appeal being to the Supreme Court of Canada or to the Governor in Council – the Cabinet. Appeal to the Supreme Court may be made only on a question of law or jurisdiction and not on a question of fact, and may not be made except by leave of a judge of that Court.

The practice of the Governor in Council in respect of appeals has been stated

in an Order in Council dated 17 June, 1927: 'in appeals to the Governor in Council from the Board of Railway Commissioners a practice has grown up not to interfere with an order of the Board unless it seems manifest that the Board has proceeded upon some wrong principle, or that it has been otherwise subject to error. Where the matters at issue are questions of fact depending for their solution upon a mass of conflicting expert testimony, or are otherwise such as the Board is peculiarly fit to determine, it has been customary, except as aforesaid, not to interfere with the findings of the Board'. In the entire history of the Board, only three such appeals have been allowed, and only one in the last twenty-nine years.

Members of the Board are appointed by the Federal Government for a term of ten years. Originally three, their number was increased to six in 1908. The Commissioners, like judges, are independent and removable only upon impeachment by Parliament. They may be reappointed on expiration of their term of office. To qualify for appointment as Chief Commissioner a person must have been a judge of a superior court or have had ten years' experience as a practising barrister in Canada. Qualifications required for Assistant Chief Commissioner are very similar.

To assist it in its task, the Board has a staff of about 170 persons. This number also includes personnel employed by the Bureau of Transportation Economics, which was established during 1947. The Bureau, however does not work exclusively for the Board, some of its staff performing work for other agencies.

Jurisdiction extended

The Railway Act of 1903 gave the Board wide powers over railways. Subsequent statutes however extended its jurisdiction to express companies, telegraph and telephone companies, to the licensing and regulation of rates of ships on certain inland waterways of Canada, and to international bridges and tunnels. It is thus in many respects the counterpart in Canada of the US Interstate Commerce Commission.

With regard to railways, the Board's jurisdiction is, in general, over the construction, maintenance, operation and rates of railways within the legislative authority of the Parliament of Canada, including the United States railways in Canada. The Board's approval must be obtained, for example, for the construction of highway crossings, the opening of railways to traffic, the abandonment of lines, and the closing of stations. It is also concerned with public safety as affected by the operation of the railways, and its staff make inspections of bridges, track and structures, safety devices and other railway installations and facilities. In 1951 its staff investigated a total of 3,427 railway accidents. Among recent regulations which the Board has prescribed are a uniform Code of Operating Rules and Regulations in respect of written and oral examinations of persons employed in the operation of trains.

No jurisdiction over wages

Although the Board's powers over the construction, maintenance and operation of railways are wide, they do not include jurisdiction over railway wages or the negotiation of wage agreements. These are considered to be matters falling exclusively within the jurisdiction of the railway managements. However, since wages are reflected in the cost of operation, and this in turn is an element in the making of freight rates, the Board has occasion to study the cost of railway wages, particularly when applications are made for general freight rate increases.

A major task

The regulation of rates is the most important regulatory power which the Board exercises over railways. It has the power and the duty under the Railway Act to fix, determine, and enforce just and reasonable rates, and to alter rates as changing conditions or cost of trans-

portation may require. It may disallow any tariff it considers unjust or unreasonable and substitute others. Its task involves a duty to both the public and the railways, inasmuch as rates, to be 'just and reasonable', must be so not only to the railways but also shippers, consignees, and the public generally. In this respect the Board's powers are wide and sweeping. All railway tariffs must be filed with the Board, and they are notified at the rate of about 150 a day. Cases involving general rate increases are usually strenuously contested and invariably require public hearings. Since the end of the Second World War, the Board has authorized successive and cumulative general freight rate increases of twenty-one, twenty, seventeen, nine and seven per cent on the traffic to which they apply.

In 1951, by a statute designed to give effect to the recommendations of a recent Royal Commission on Transportation, the Canadian Parliament declared a national freight rates policy. This policy lays down that, subject to certain specified exceptions, every rail-

Need for a German Federal Transport Board

THE CREATION OF A GERMAN FEDERAL TRANSPORT BOARD on which transport workers should be fully represented, is one of the urgent needs of the country, according to Hans Jahn, President of the ITF-affiliated German Railwaymen's Union. Speaking on the grave crisis now facing the State Railways in Germany, Brother Jahn stressed the need for a Government body responsible for coordinating the transport industry in Germany. 'The transport crisis can be overcome', he said, 'only if the carrying capacity of all branches of the industry is coordinated with the needs of the community'.

Brother Jahn was speaking on the occasion of the annual meeting of the German Railwaymen's Union held in Hamburg during the month of September. His speech left no room for doubt that German railwaymen consider that the pressing problem of transport coordination is not one which should be left to others to solve. Railwaymen themselves, he stressed, must take an active part in this task.

The difficulties in the German transport industry, and in particular on the Federal Railways, have for some time

way in Canada shall charge the same freight rates in respect of the same commodities carried on the same type of car or conveyance. The equalization of freight rates is now one of the major tasks facing the Board which for some time past has been conducting a general freight rates investigation with a view to implementing the national policy.

Canadian railways have by and large been projected and built as manifestations of public policy, often with financial assistance voted by Parliament and paid for by the people of Canada. That may account for the fact that Government supervision over the Board and railway matters has never been abolished. The Board can look back on nearly half a century of activity, but its work continues in increasing measure and is reflected in the transportation and communication system of Canada. Its powers and responsibilities are great. Its task as a Federal regulative, administrative and judicial body is to carry out conscientiously, impartially and to the best of its ability whatever duties the Parliament of Canada sees fit to entrust it.

past engaged the attention of trade unions and other interested bodies in Germany. Brother Jahn, himself, who, besides being President of the German Railwaymen's Union is also Vice-President of the German Federal Railways' Administrative Council, has frequently had occasion to refer to the unfortunate results of a Government policy which allows two opposed forms of economic enterprise to compete in the same field. At a meeting of the 'Society for the Promotion of Public Ownership of Industry' held in Berlin at the beginning of the year, he pointed out that the Federal Railways were required to operate with a full regard for public welfare. The observance of their statutory commitments meant that they were placed at a disadvantage compared with privately-owned road transport concerns, who were given a free hand to skim the cream off the traffic.

Such an unfair division of responsibilities could not fail to accentuate the difficulties in the transport world. German transport was in need of reintegration, he said. Furthermore, there was no point in nibbling at the problem. The day was past when tasks of this magnitude could be carried out without hurting anybody. A solution of the

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Successful negotiations in Dutch road transport

by A. W. Korbijn, Netherlands Union of Railwaymen and Allied Transport Workers

THE UNIONS CATERING FOR ROAD TRANSPORT WORKERS in the Netherlands have concluded the first stage in their negotiations to secure better wages and working conditions for their members. These negotiations were considerably protracted, it is true, but complete success was finally achieved. Not only have wages been appreciably increased, but an attempt to make a distinction in working conditions between passenger and road transport workers was defeated.

Passenger road transport in the Netherlands, i.e. the regular bus and motor-coach services, is operated by some ninety concerns of which the majority are

well run. In the case of these efficiently conducted concerns, it was no hard matter to put through a wage claim. The road haulage industry in the Netherlands, on the other hand, presents quite a different picture. Some 9,000 firms are engaged in this form of transport. Of these 5,000 hardly merit the designation 'transport concern', as they possess only one vehicle each. Of the remainder, 2,300 operate only two vehicles, whilst very few firms have a fleet in excess of ten on the road. These thousands of small concerns are in economic difficulties, largely owing to a lack of cooperation and efficiency and the sharp competition among them, and it was their representatives who strove to introduce a wage distinction between passenger service and road haulage workers.

This attempt was firmly opposed by the unions. Not only would it have meant unfair treatment of those engaged in road haulage, but would have constituted a serious threat to the living standards of those employed in the better-run concerns in the event of an economic recession. The unions took their stand on the contention that the working conditions of the employees should not always be the first to suffer cuts whenever a transport concern had difficulties with its budget – and they won their point. They were unable to reach agreement with the employers on this, it is true, but the industrial mediation and conciliation authorities, which in the Netherlands have a considerable say in the matter of fixing wages, decided that no distinction was to be made between passenger and goods traffic.

Top: A Dutch lorry driver employed by van Gend & Loos, the large road transport undertaking which operates in conjunction with the Netherlands State Railways. Bottom: Bus and tram workers are among those who have benefited from the latest wage increases won by our Dutch affiliate.

At the same time, the mediation and conciliation authorities made a ruling on the amount of the wage increases. The unions had been negotiating with the employers for a general wage increase and improved working conditions since November 1951, but in spite of the lengthy conversations, no agreement was reached. Finally the unions, in a last effort to secure a settlement, presented the employers with their claims in the form of an ultimatum, requesting a reply by 1 August and threatening strike action. Meanwhile it had become increasingly apparent that the transport workers were fast losing patience. Protest meetings were held and a spontaneous strike broke out. This was the sign for the industrial disputes authorities to intervene. Time was too short for all the claims to be considered and the authorities confined themselves to the wage demands, awarding increases in the region of 6 to 7.6 per cent. It was left to the unions and employers to work out the final details of the wage increases awarded.

It now remains for the unions and employers to resume conversations on the outstanding claims. One of the most important of these concerns the question of working hours. In the Netherlands a distinction is made in the calculation of wages between attendance time and the number of hours actually worked. The unions are demanding the abolition of this distinction. Other points on which settlement or clarification is being sought are extra pay for work done on Sunday and holidays and for night work, as well as the payment of overtime, which has frequently given rise to misunderstandings. Conversations on these points are now due to commence very shortly, and if no satisfaction is obtained from the employers the claims will be submitted to the mediation authorities for a decision.

Altogether it can be said that considerable successes have already been achieved in the fight to secure better wages and working conditions for Dutch transport workers, and that further favourable results may be anticipated from the coming conversations on the unions' outstanding claims.



A sight which nobody would have expected to encounter on the high seas a few years ago - the flag of the Swiss Merchant Marine. It now flutters proudly at the stern of the thirty-six vessels constituting the Swiss merchant fleet.

The Swiss Merchant Marine



SWITZERLAND, a country without a seaboard, might never have possessed a merchant marine but for the problem of maintaining the country's economy during the Second World War. The difficulties of supply encountered in that period, however, led the Swiss Confederation to appreciate the advantages of a mercantile fleet sailing under the national flag.

Efforts to establish a Swiss merchant fleet go as far back as the year 1862. It was not until 1921, however, that the obstacles were overcome, a Declaration at the Transport Conference in Barcelona on 20 April of that year first making it possible for non-maritime countries such as Switzerland to establish a merchant fleet on the high seas. It needed the special problems of supply created by the war, however, to induce the Swiss authorities to run their own fleet. In the record time of a few weeks, Swiss legal experts had worked out a draft of a provisional maritime law which was given effect by the Federal Government on 9 April 1941 - a date which can be taken as the real 'birthday' of the Swiss merchant fleet.

The first vessels to be entered in the register were two steamships belonging to a private shipping company. The date was 24 April 1941. These were closely followed in the same year by six further units, some given into national keeping by private owners and others by the War Transport Office. These vessels, together with a further eight ships chartered from Greece and three Red Cross vessels, completed the merchant fleet of Switzerland. The fleet continued to grow, the wartime peak being reached on 24 September 1944 when the country had fourteen steam and motor vessels totalling 77,460 tons deadweight.

At the end of the war the Swiss federal authorities disposed of their vessels. The private owners, however, who had al-

ready expressed their intention of continuing the fleet after the cessation of hostilities, embarked on a programme of replacement and expansion so that, by the end of 1952, some eighteen shipping companies were operating a total of thirty-six vessels of 209,559 tons deadweight. Of these, twenty-two were engaged in overseas and twelve in coastal traffic, the remaining two being tankers.

The determination to continue the operation of a Swiss merchant fleet under private ownership entailed a recasting of the existing Swiss maritime law and a Bill has recently received the approval of the two Chambers required to give it the force of law. Under its provisions, the Swiss merchant fleet will be under the control of the Federal Council. Owners must be of Swiss nationality, domiciled in and operating from Switzerland. In the same way, all shareholders must be Swiss. These stringent regulations are considered necessary to protect Swiss neutrality in the



event of war.

Swiss shipping companies operate in the same way as those of other countries, that is to say, their trade is divided between the running of regular services, tramp shipping, and time-chartering. During the war, priority in the country's overseas trade was given to vessels flying the Swiss flag. With the cessation of hostilities, Swiss firms engaged in the export and import trade were free to choose any vessel. Switzerland has therefore joined other maritime countries in competing for the world's sea-borne trade.

Amongst the problems facing Swiss shipowners is the provision of crews of Swiss nationality for their vessels. Of the thirty-six vessels operated by Swiss interests at the end of 1952, the master in each case was of non-Swiss nationality. Only about one quarter of the remaining personnel were Swiss, the

rest being made up mainly of Italians (45 per cent), Germans (13.5 per cent), Frenchmen (4 per cent), Danes (4 per cent) and Dutchmen (3.4 per cent). The exact figures are as follows:

	Total	Swiss	Non-Swiss
<i>Deck</i>			
Masters	36	—	36
Officers	85	14	71
ratings	322	89	233
<i>Engine Room</i>			
Officers	114	12	102
ratings	225	62	163
Radio officers	25	6	19
General			
(catering, etc.)	167	64	103
Total	974	247	727

That the figure for Swiss officers, both

deck and engine-room, is so low, is largely explained by the fact that a certain amount of experience is required before the requisite certificate can be obtained, and the Swiss merchant marine is still in its early years. The Swiss, however, are alive to the necessity of redressing the balance in favour of their own nationals and the proposed maritime legislation will not only have to ensure that the Federal Council undertake the training of Swiss masters and officers, but will also have to make provision for the issue of ordinances fixing the minimum number of Swiss nationals to be enrolled on Swiss vessels.

Members of the Swiss merchant marine early evinced a desire for trade union representation and this has been undertaken by our affiliate, the Association of Trade, Transport, and Provision Workers of Switzerland. The task of

Whaling in South Africa

by Gerhard Liebenthal

THE ANTARCTIC is the richest whaling area in the world and the Union of South Africa, a country already so rich in minerals and industrial potentialities, lies on the very threshold of this vast world of ice and wealth. With its flag firmly established on both Prince Edward and Marion Islands, and with Cape Town as one of the nearest ports to this well-stocked refrigerator, it is only natural that South Africa should be one of the most active participants in the hunt for 'living gold'.

There are a number of whaling companies in the Union of South Africa, among which the largest is the *Union Whaling Company*. Its headquarters are in Durban, which has now attained the position of a world-famous port. The Antarctic whaling season begins in January and lasts until about April. Towards the end of October the whaling fleet gathers in Cape Town to take in final provisions before the journey down to the ice.

Nearly all countries are represented in one way or another. — South Africa, Norway, Britain, Holland Germany, Russia, and, under special circumstances, Japan. Everyone has money invested in whaling and there can be little doubt that there is no animal, either human or domesticated, which does not benefit in some way from the great four-month hunt by the armada of vessels which ploughs its way through the icy seas of the Far South.

South Africa is well represented amongst the two hundred vessels which gather in Cape Town every year. The *Union Whaling Company* has its huge factory ship 'Abraham Larsen', which, under the name 'Empire Victory', was given to South Africa as war booty. This vessel, which is under charter to the British Government and covered by an agreement negotiated by the British National Union of Seamen, is considered to be one of the largest and most modern of its kind in the world. In addition, the company has sixteen well-equipped whale catchers taking part in Antarctic operations this year.

Scandinavians perhaps know more about whaling than most other people. Mr. A. E. Larsen, Norwegian Consul in Durban, is Managing Director of the *Union Whaling Company* and oversees its activities from his modern office on Durban's Smith Street.

When we visited the office the first

thing which caught our eye was a notice on the door reading 'No further vacancies'. 'We receive hundreds of applications', said the Consul, 'many, many more than we can accept'.

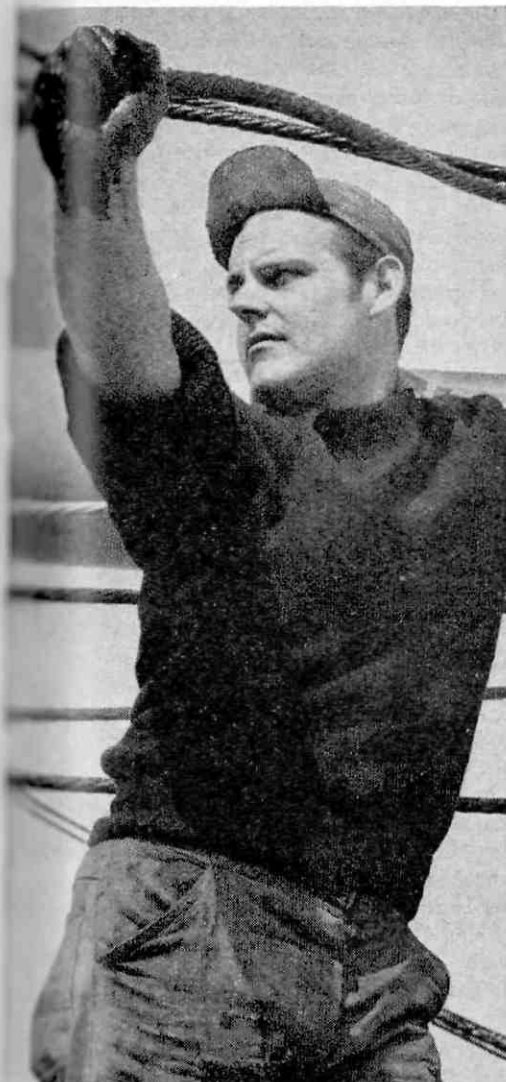
Most of the applicants are tough South African ex-servicemen. Many of these sign on as crew members and six months later return to the South African sunshine — fit, strong, and with money jingling in their pockets — to wait for the next season. The key positions, however, are held by Scandinavians. Masters, mates, engineer officers, and whale shooters, for instance, are exclusively Scandinavian.

We spoke to a Swedish girl married to a Durban business man. Her two brothers had made many trips down to the Antarctic with the whale catchers. 'How does one become a whale shooter?' we asked. Her eyes glistened. 'One doesn't become a whale shooter. One is born to it. It's handed down from generation to generation.' 'Like a craft', we ventured. She looked at us coldly. 'Not a craft', she said, 'an art. And the best whale shooters come from Northern Europe.'

Perhaps she's right. But there are undoubtedly many other nations who would dispute that statement.

What is the world's record for whaling? That's something one doesn't get to know. Whaling folk don't talk much about figures outside their own circles. However, one can establish that an average for a good season is in the region of 350 whales.

It is scientific, skilled slaughter, but it is controlled. The whale family must be kept alive and for that reason a quota system has been introduced. The upper limit for all whaling expeditions has been fixed at 16,000 blue whale units and if a fleet doesn't succeed in catching a reasonable proportion of that figure before the season comes to an end, that's just too bad.



organizing a body of seafarers serving on vessels whose 'home port' necessarily lies outside the country in which the organizing trade union has its headquarters obviously presents considerable difficulties. Not least among the difficulties encountered was the question whether the Swiss union should cater for Swiss nationals only, or all seafarers sailing under the Swiss flag. This point was settled at the ITF Congress in Stockholm in 1952 when the Swiss union was invited to organize all seafarers serving on Swiss merchant vessels. Our affiliate set about this task with characteristic thoroughness, and although its work of organizing was complicated by a number of factors peculiar to the conditions prevailing in the Swiss Merchant Marine, it was able to announce 1 October 1953 as the foundation date of the Seafarers' Section of the VHTL.



A whale being hauled up a ramp at a Durban whaling station for the flensing stage. A steel cable is attached to the tail or fluke, part of which has been cut away by the whaler to facilitate towing and reduce water resistance.

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using red, others amber, and a third group white lights. The rotating effect is produced by means of a revolving mirror or by the use of prisms.

Other proposals put forward by the Chief Pilots' Committee were to the effect that only aircraft with wireless receivers and transmitters should be allowed to land at busy airports, and that airports should be given control over all aircraft entering the circuit.

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present problem would necessarily entail hardships which would have to be accepted in the public interest.

At their September meeting, the German Railwaymen's Union embodied their practical suggestions in a resolution which, in addition to recommending the establishment of a Federal Transport Board on which transport workers should have their representatives, urged the Federal Exchequer to assume responsibility for the political commitments with which the railways were burdened. In the opinion of the railwaymen, only by such means, coupled with a fairer distribution of the incidence of taxation and tax relief throughout the entire transport industry, could equitable conditions be created in German transport, thus enabling the Federal Railways satisfactorily to fulfil their tasks.

A deadline date is fixed in such a way that once 16,000 blue whale units have been caught, no further whales may be killed. This limit was established by international agreement because it was realized there was a danger the whale might become extinct.

However, the end of the Antarctic season doesn't mean the end of whaling for South Africa. Whilst the Armada down in the south has been reaping its rich harvest, the so-called local whalers have been ranging up and down the South African coast after sperm whales, which may be hunted for eight months of every year. Built on similar lines to the large whale catchers, these smaller craft plough their way through the Indian and Atlantic oceans and don't return to Durban until they have at least one, and sometimes two, of their quarry lashed to their sides. Then the land stations take over.

The majority of the Scandinavians travel back to England with the factory ship and its cargo and from there return to Sweden, Norway, or Denmark.

A job which very few people would enjoy because of the rancid smell of the yellow blubber. Trained native workers at a Durban shore factory dig into the masses of blubber which have been stripped off the whales during the flensing process.

The South Africans, with money in their pockets, enjoy their freedom for as long as it lasts, and then either look for another job or take part in coastal whaling. But in October they sign on again for the Antarctic; the whaling vessels again gather in Cape Town and then this international armada once more makes its way down to life under the cold grey skies of the Far South.

And so early one January morning one hears the old cry from the whale catchers' crow's nest: 'There she blows'. And one knows that the great hunt for the whale is in full swing again.



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



EDITIONS OF JOURNAL
INTERNATIONAL TRANSPORT
WORKERS' JOURNAL
INTERNATIONALE TRANSPORT-
ARBEITER-ZEITUNG
TRANSPORTE

EDITIONS OF PRESS REPORT
PRESS REPORT Two separate
editions in English issued in
London and Bombay
PRESSEBERICHT
PRESSMEDDELANDEN
COMMUNICATIONS DE PRESSE
COMUNICADO DE PRENSA

