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## **International Transport Workers' Journal**

*Monthly Publication of the International Transport Workers' Federation*

**International  
Transport Workers'  
Journal**

*Monthly Publication of the ITF*

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Paris	17-19 June 1957 Executive Committee
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London	18-19 July 1957 Railwaymen's and Road Transport Workers' Section Committees

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*Our cover-picture:* Even when fishing is not actually in progress, there is still plenty to do for the men on board a trawler. Nets which have been damaged during the previous trawl, for instance, have to be carefully checked and mended ready for the next spell of fishing.



## The Sixth Session of the ILO Inland Transport Committee (2)

by OMER BECU, General Secretary of the ITF



*A general view of the Sixth Session of the International Labour Organization's Inland Transport Committee when it met in Hamburg. From the point of view of the Workers' Group the session can be regarded as a highly successful one (ILO photograph)*

IN THE REPORT ON THE PROCEEDINGS AT THE SIXTH SESSION OF THE INLAND TRANSPORT COMMITTEE OF THE ILO given in the previous issue of the ITF Journal, we dealt with matters affecting port workers. The present article is devoted to other matters discussed at the session affecting inland transport workers.

The second main problem dealt with was the question of labour inspection in the road transport industry, a matter with which the ITF road transport workers' section had been greatly concerned for a number of years. In this connection most countries had a serious defect in common: the absence of persons or a body charged with ensuring that relevant provisions of legalisation and contracts were implemented. Without such an inspectorate, the value of the best and most progressive regulations and contractual clauses is illusory. In the case of road transport labour inspection presents particular problems inasmuch as those engaged in the industry and whose conditions of work are covered by legis-

lative enactments are for the most part not static but on the move.

The International Labour Office had prepared a detailed report on the question of labour inspection in road transport for consideration at the sixth session of the Inland Transport Committee. To facilitate the formulation of a resolution on this subject, the representative of the French government at the commencement of the discussions submitted a draft resolution, in which the most important aspects of this problem were fully dealt with. Subsequently the workers' group reached agreement on a fifteen-point programme of demands which it felt should be embodied in any resolution on this subject. The employ-

ers' group were also concerned to reach agreement on unified proposals for inclusion in a resolution, but in their case this took some time. On the basis of the three draft proposals submitted it was found possible to formulate a resolution which was adopted unanimously after relatively short but laborious discussion. Practically all the demands put forward by the workers' group were included in the final resolution.

The resolution adopted envisages entrusting the work of labour inspection in road transport to specially trained staff, conversant with conditions in the industry. As the work of inspection would be carried out not only at the place of business of the enterprises concerned, in garages and depots, but also on the road, the inspectorate would have to be provided with motor transport.

Labour inspection should cover road

transport services, both passenger and goods, operated by public authorities and private enterprises, as well as transport for own account and owner-drivers, the extent of inspection in the case of the latter, however, being somewhat limited. Daily and weekly hours of work, spread of the working day, time spent at the wheel, breaks, overtime, daily and weekly rest, in short everything covered by relevant legislation in the country concerned, should be the subject of inspection as applicable to road transport workers.

The resolution went on to recommend that all undertakings should be required to keep appropriate registers and records and issue vehicle staff with an individual control book. Employers would be responsible for ensuring that the registers and control documents are maintained correctly and in accordance with the facts, and for instructing vehicle staff in the maintenance of the individual control book. Vehicle staff for their part would be required to fill in the control book correctly and according to the facts. Thus, if it is to provide employees with effective protection, the individual control book must cease to be a 'book of lies'.

Finally the resolution envisages appropriate penalties for, and as simple a procedure as possible for dealing with, cases of infringement of the legal provisions on road transport inspection in the various countries. It recommends that severe penalties be imposed for serious or repeated infringements. An annex to the resolution sets out the points

on which information should be given in the driver's individual control book.

We would express the hope that, as far as practicable, books are of the same form in all countries and thus facilitate control in international traffic.

In addition to these two main questions, following discussion of which resolutions were adopted unanimously, the session formulated resolutions on subjects for future discussion by the Inland Transport Committee for submission to the Governing Body of the ILO.

From the workers' group point of view main interest was centred round railwaymen's affairs inasmuch as they had not been discussed by the Inland Transport Committee since 1951. On the initiative of the Railwaymen's Section Committee of the ITF, the workers' group submitted a draft resolution calling for the conditions of employment of railwaymen, road transport workers and inland navigation workers and their relation to co-ordination within the transport industry to be placed on the agenda of the next session of the Inland Transport Committee. The full text of the resolution could not be put through the Steering Committee, however, and the workers' group had to remain content with a draft resolution confining itself to the conditions of employment of railwaymen. A resolution to this effect was adopted unanimously.

Two further subjects were put forward by the workers' group for inclusion on the agenda of the next session of the Inland Transport Committee in the form of resolutions which were adopted

by a majority of votes. The first called for a study on the effects of mechanization and automation on the inland transport industry with particular reference to stabilization of employment. The second called for a thorough investigation of conditions of employment in local transport services.

The employers' group on the other hand wanted the question of vocational training of road transport drivers placed on the agenda of the next session of the Committee. The workers' group opposed this on the grounds that not more than two specific questions could be placed on the next session's agenda and they were of the opinion that it was preferable to make a choice of two from the three already mentioned. The resolution of the employers' group was adopted however with the support of the government group.

The problem of liability of drivers under civil law, which had been broached at a former session of the Inland Transport Committee and examined by a group of experts last Autumn, formed the subject of a further resolution. This invited the governing body to communicate the experts' report to governments, employers' and workers' organizations and requested them to forward their observations. Upon receipt of these the Governing Body would consider what further action should be taken to solve this problem.

The General Agreement on Economic Regulations for International Road Transport in Europe has been in existence for a number of years. It has been ratified by two countries only. Annex A of this instrument deals with conditions of employment within the scope of the agreement.

A resolution submitted by the workers' group invites the Governing Body of the ILO to suggest to signatory countries that they ratify the agreement as soon as possible and that they give effect to the provisions of Annex A in the meantime.

Finally, the workers' group wished the ILO to produce reports on two subjects at the earliest possible date. The



*One of the most important subjects discussed at the Hamburg meeting was the question of proper labour inspection facilities in the field of road transport. The resolution finally adopted on this matter embodied most of the demands put forward on behalf of the Workers' Group*

The session decided to recommend to the Governing Body that railwaymen's conditions of employment should be one item to figure on the agenda of the next Inland Transport Committee meeting. Railwaymen's affairs, it was pointed out, have not been discussed by the Committee since 1951. Much has changed since then

first was to be an enquiry into the wages and working conditions of transport workers in European countries with special reference to the effects of the establishment of a European common market. This proposal unfortunately was rejected. The second proposal called for a study of the effects resulting from the international agreement on social security for workers engaged in European road transport. This was accepted.

By and large the sixth session of the Inland Transport Committee of the ILO, held in Hamburg during March 1957, may be regarded as highly successful as far as the workers' group is concerned. The ITF would like to take this opportunity of expressing its thanks to all those delegates, advisers and observers from affiliated organizations for their valuable co-operation throughout this session.

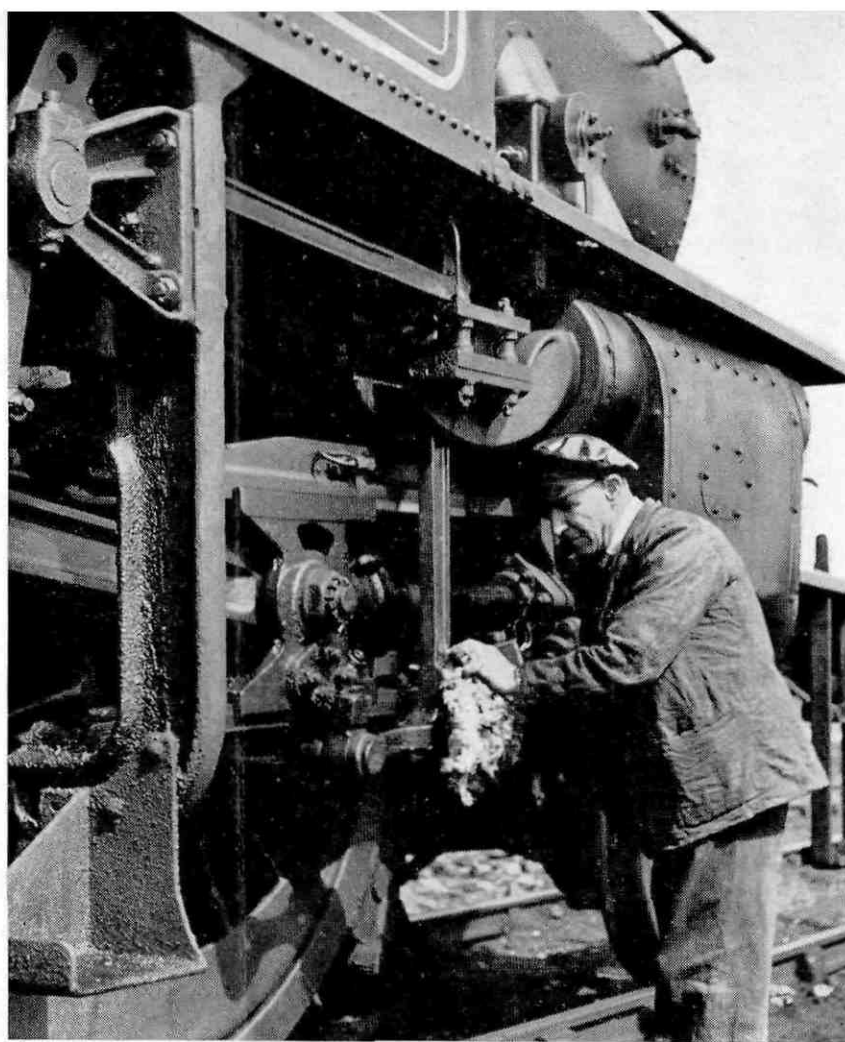
### Prevention of accidents in railroad coupling operations

**M** THE EFFORTS MADE BY THE BELGIAN STATE RAILWAYS (SNCB) to reduce the number of accidents during coupling or similar operations on the railroads emerge from the following résumé of a report on this subject submitted by the Belgian Ministry of Labour and Social Welfare to the ILO.

Whenever an accident occurs in connection with the coupling of railway vehicles and related operations, a special report is drawn up or an official inquiry is held.

The SNCB maintains detailed statistics of accidents of this type and their causes for the purpose of studying appropriate means of lessening the frequency and severity of accidents. These statistics are suitable as a basis for discussion of a standard international classification of accidents in coupling and related operations.

Employees of the SNCB are strictly forbidden to step between buffers unless the wagons are at least a vehicle length apart. They are also forbidden to jump



on or off vehicles moving at more than walking pace.

The coupling pole is in general use and the regulations require it to be used.

The ground in shunting yards is kept clean and level. All fixed obstacles extending beyond the normal clearance limits and obstacles in or near the tracks are painted white or whitewashed.

Fouling point indicator sleepers are installed in all yards and are whitewashed periodically.

It is compulsory to wear boots, and clogs are forbidden; the wearing of crepe-soled and heavily nailed footwear is prohibited.

In each of the eight areas of the SNCB a joint safety committee has been set up, the duties of which are to investigate accidents and their causes and to find the appropriate measures to prevent their recurrence.

Representatives of the Central Safety Department make regular visits to marshalling yards and ensure that the safety regulations are being observed.

Every yard of any importance has rescue and ambulance equipment and

workers capable of administering first aid in an emergency. The duty medical officers of the SNCB serve the entire network and may be summoned at any time of the day or night.

In addition to the medical examination on recruitment, all railwaymen detailed for shunting work undergo a more severe hearing and eyesight test.

Every SNCB employee has been given a manual on industrial accident precautions in which are set out the rules for safety in coupling and related operations.

A special booklet on the subject of shunting is issued to all railway staff having anything to do with these operations: officials, supervisors, shunters, etc.

General instructions are supplemented by local instructions and orders.

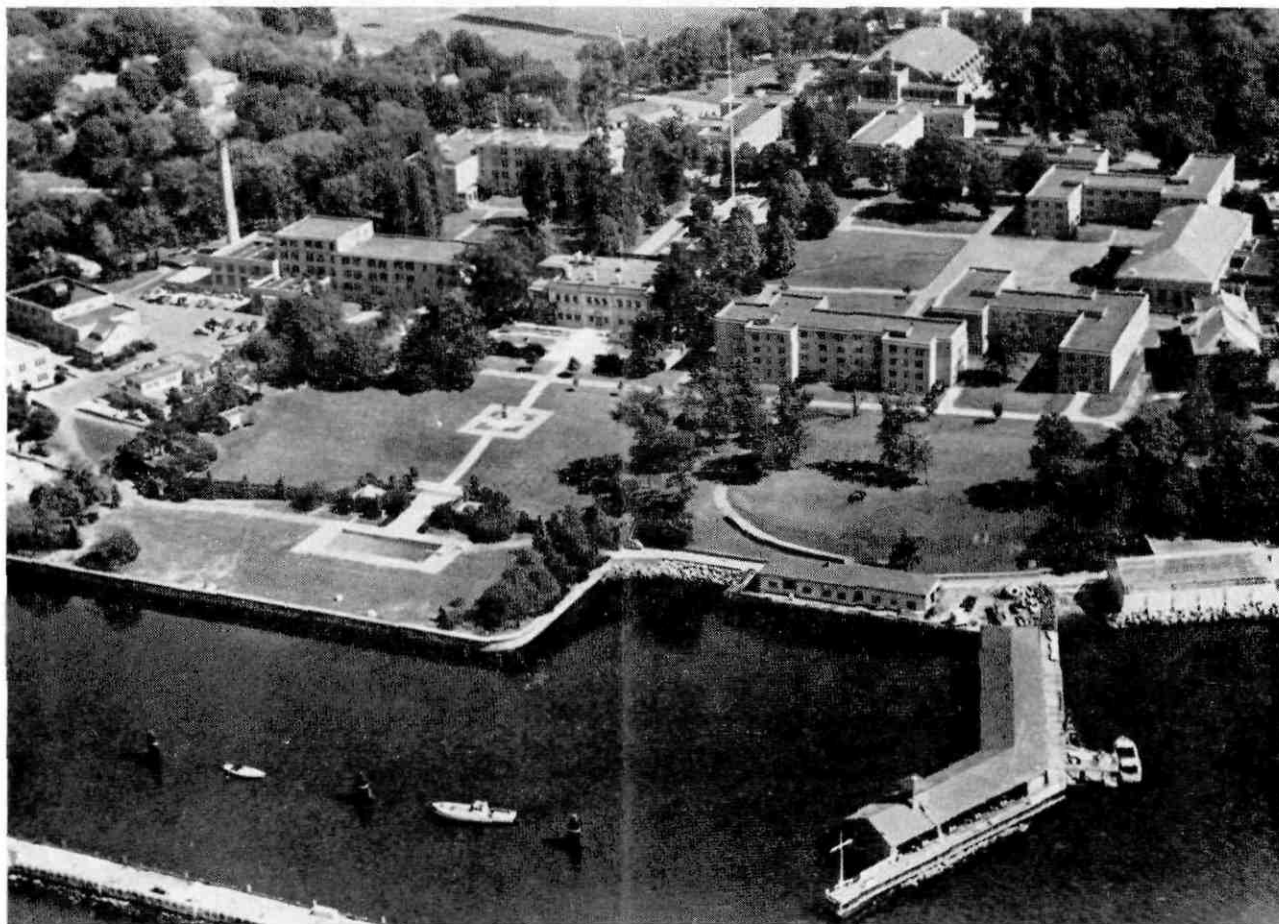
Periodical lectures on safety in shunting operations are given to the employees concerned.

Use is made of safety posters and slogans. Competitions are organized between the principal yards; cash prizes and trophies are awarded to those with the fewest accidents.

The following article on the US training programme for new marine officers appeared under the title of 'A Salute to Kings Point' as a special supplement in the 'BME Marine Engineer', the official organ of the US Brotherhood of Marine Engineers. We are indebted to the BME for permission to reproduce this informative article and accompanying photographs.



## Training marine officers in the US



An aerial view of the US Merchant Marine Academy at Kings Point, N.Y. The annual quota of new mates and engineers trained by the Academy is in the region of 250. Other federally-aided maritime academies are in Maine, Massachusetts, and California

LATER THIS YEAR 250 cadets will graduate from college and start their careers as American ships' officers. The highly-trained young men will represent the annual quota of new mates and engineers prepared by the US Merchant Marine Academy at Kings Point.

Established in 1942 as a maritime training school, Kings Point now has the task of preparing young men to replace the 1,500 licensed officers who retire from the merchant marine each year. In this job it is assisted by the federally-aided maritime academies in

Maine, Massachusetts, California and New York, and a number of privately-operated upgrading schools.

The Academy's objective is to produce top-notch ships' officers and informed, responsible citizens. A four-year college program of technical and general edu-

cation, close group living, strict discipline and varied extra-curricular activities provides the theoretical knowledge and practical experience to meet these goals.

Kings Point offers a course of studies leading to a Bachelor of Science degree and a marine license as 3rd mate or 3rd assistant engineer. Its program embraces three years of classroom and laboratory work and one year of observation and study at sea, a unique feature that

*A lecture on steam safety-valves. The Academy provides a four-year course, including one year of practical shipboard study. This latter usually follows upon the first year which is mainly devoted to more elementary studies of engineering*

permits cadets to become familiar with shipboard living and with the machinery and procedures they learn about at the Academy.

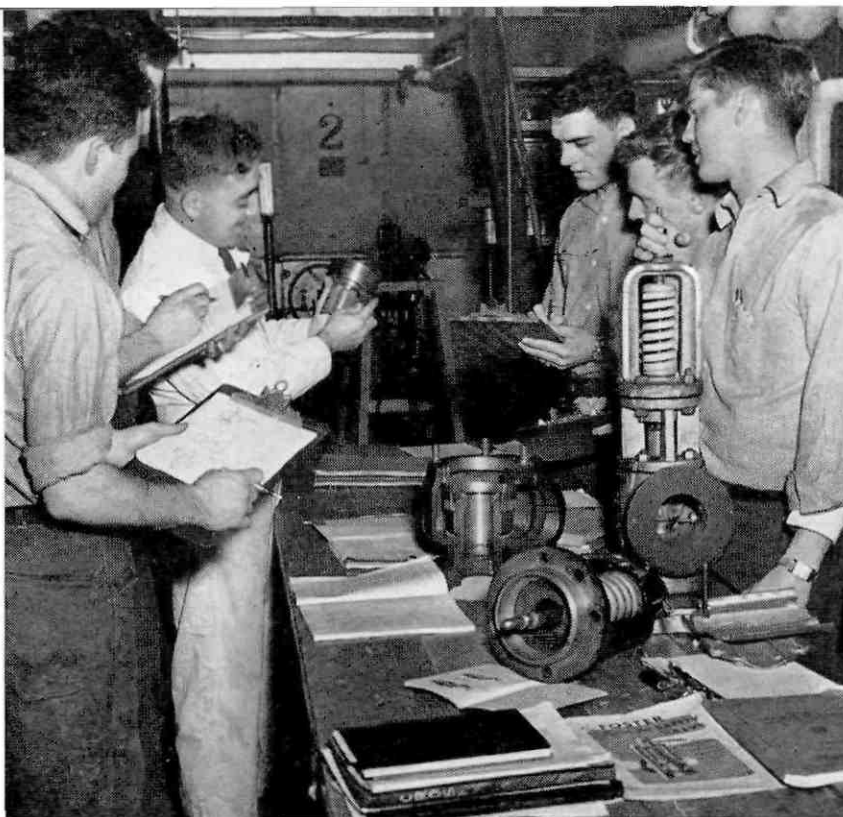
While the major emphasis is on technical training the Kings Point program includes general education and specialized studies in the techniques and problems of the maritime industry.

Courses include mathematics, physics and chemistry, technical studies in nautical science or marine engineering, and history, social studies, literature and a foreign language.

### Modern teaching methods

Classroom knowledge is supplemented by practical experience in Kings Point's laboratories, which are among the best-equipped in the country. Full use is made of the most modern educational methods and materials, and all class and laboratory work is closely related to nautical science and marine engineering.

Since the taxpayer underwrites the cost of tuition, textbooks, uniforms, room and board, Kings Point is flooded each year with applications from high school graduates who want to become ships' officers. Cadets are chosen on a state quota basis from among applicants who make high marks in a national



competitive examination, and who convince the interviewers that they have a genuine desire to sail in the American merchant marine. Preference in the examination is given to veterans and seamen.

### Training rates high

The Academy's program is reviewed by an Academic Advisory Board composed of leading educators, government officials and representatives of steamship management and labor, which meets each year to determine how well Kings

Point is carrying out its objective. In the view of the Board, and of most other sectors of the maritime industry, Kings Point is doing an effective job of preparing mates and engineers for the merchant marine.

### Professors have marine tickets

Most of the credit, all agree, belongs to the Kings Point faculty, 100 experienced ships' officers and educators who plan the program and teach the courses.

Professor Carl Bigelow of Columbia University Teachers College recently described them as follows: 'I've visited many colleges in my day, but seldom have I seen a faculty better suited to the mission of an institution than the one at Kings Point. They show not only the proper qualifications, degrees and experience, but the group enthusiasms, originality in teaching methods, and familiarity with maritime as well as educational matters that are unmatched anywhere else, I'm sure.'

### Built in 1943

Envisioned by Congress in the 1936 Merchant Marine Act, the Academy didn't come into existence at its present site until 1943, when it was hastily established to train officers for America's wartime Navy and merchant marine. The Kings Point faculty went to work at once and drafted an 18-month training program in marine engineering and nautical science. For the next three years,

*Kings Point tutor discussing an engineering problem. One hundred experienced ship's officers and tutors at the Academy provide cadets with a thorough grounding in steam, diesel and electrical engineering*





*In the language class records and tapes are used to teach cadets how to speak a foreign language. Cadets attend classes seven hours a day for eleven months a year on a variety of subjects. Time is also set aside for pursuing evening studies. The aim of the Academy is to provide a good general as well as technical education*



*Learning all about gasoline engines. In a number of auxiliary shops, cadets learn the basic skills necessary for the proper maintenance of a vessel's power plant*

Kings Point proved its value by producing thousands of officers for America's wartime fleet.

After 1945, the American merchant marine shrank in size, and the need for a permanent merchant marine academy was questioned by many Americans. Instead of becoming a permanent institution Kings Point had to fight hard for its appropriation, and was almost forced to shut down.

#### **Kings Point attacked**

Underlying Kings Point's difficulties were the customary post-war indifference to the merchant marine, and a number of attacks aimed directly at the Academy.

One line of attack charged that Kings Point was unnecessary because many of its graduates were not going to sea, and that, moreover, enough men were coming up from the foc'sle to fill the open jobs as ship's officers. The second line asserted that the Academy was preparing too many cadets and threatening to undermine the wages and standards of all ships' officers.

#### **Applicants screened**

With more careful screening of applicants, and increased efforts by Kings Point to encourage its graduates to go

to sea, the first objection began to collapse. Among the organizations helping the Academy was the Brotherhood of Marine Engineers, AFL-CIO, which consistently supported Kings Point and found jobs for its engineering graduates.

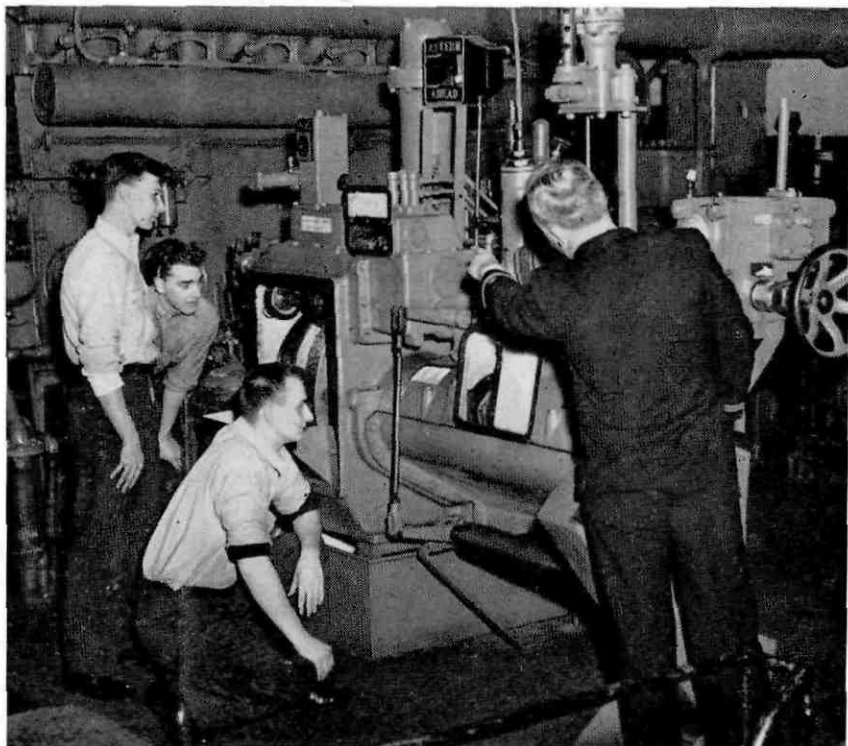
The argument that enough men were coming up from the ranks to fill open officers' berths was discredited in 1955, when Congress found that the merchant marine needs 1,500 new officers each year just to replace those who quit the sea. With the government-supported upgrading schools closed, the only assured

source of new men for these jobs was the merchant marine academies.

#### **Made permanent**

As a result of the congressional report, the Academy's outstanding record and the strong support given Kings Point by numerous organizations—including the BME—Congress voted last year to make the Academy a permanent institution. President Eisenhower signed the permanency bill on 20 February, 1956.

Whether the academies will prepare more officers than the American ship-



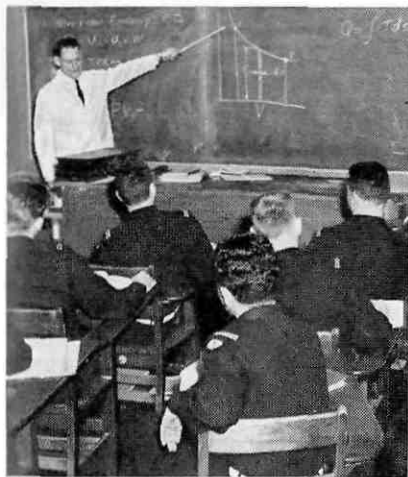
*Instruction in the operation of diesel engines. The Academy has a diesel laboratory with eleven engines of various types installed in operating condition. The cadets test, strip, examine and re-assemble the diesel engines and auxiliaries*



ping industry can absorb will depend mainly on the Maritime Administration, which is responsible for keeping the American merchant marine strong. If the MA continues to help owners to transfer their ships to foreign registry and doesn't take steps to prevent a cut in the size of America's merchant fleet, an officer surplus is likely. Should that occur, Kings Point would come under attack once again.

### Trains 250 men a year

In the meantime, Kings Point will continue to prepare about 250 cadets a year for the merchant marine. Some of the new graduates will sail with the BME, which has found jobs for more than 100 Kings Point graduates since 1949, when



*A third-year class in thermodynamics. Classroom work is coordinated with practical experience in laboratories and shops where the cadets work on and test a wide variety of machine tools, marine machinery and engineering test apparatus*

the first four-year class received their licenses. Except for those now in the Navy, most of the Kings Pointers who shipped with the BME are still sailing — in every rating from licensed junior up to chief.

Last year alone close to 20 Kings Pointers shipped with the BME, some for short periods as licensed juniors on C-3 freighters, others as junior third and third assistant engineers on C-class ships, Victories and Libertys. Though they had no previous ties with the BME, the cadets all received individual attention and were placed aboard the Union's ships quickly, some within a week after graduation.

*A class being instructed in the testing of the strength of metals. Technical courses include 13 subjects such as engineering drawing, marine machinery repair, thermodynamics, engineering mechanics, marine refrigeration, basic nautical science*

### Chose their run

As BME engineers, they had the right to choose the type of ship and run they wanted, and to keep their jobs as long as they pleased. Once aboard ship they worked under BME contracts, which provide for the best wages, conditions and welfare benefits in the industry.

They found that their fellow BME engineers included graduates of state maritime academies and men who have worked their way up from unlicensed ratings. With few exceptions, the Kings Pointers were welcomed aboard, taught their way around the plant, and helped to gain practical experience. When they proved ready for better-paying jobs, BME chiefs generally recommended them for promotions.


The Union likewise encouraged former cadets, as it does all its engineers, to study for advanced licenses and to sail in higher ratings. As a result, many Kings Pointers have moved up to the top ratings.

### Became chiefs

In the last few months alone, two graduates of the 1952 class became chief engineers on Isbrandtsen ships, and two others, including one graduate of the 1950 class, were appointed port engineers by Isthmian Lines.

Graduates of more recent classes are sailing as first, second, and third assistants, usually at the license they hold. In view of their good training and generally high skills, most of them can look forward to successful careers in the maritime industry.

### Brazil builds up her merchant fleet

 THE GOVERNMENT OF BRAZIL has embarked on a number of projects designed to re-equip her sea and river ports and expand her merchant fleet to at least 400,000 tdw in the next five years.

As a first major step in the expansion of the Brazilian fleet, twelve motorships have been purchased from the US. These



5,855 tdw, ten-knot vessels, built in 1945, will increase the fleet of the Brazilian National Coastal Trading Company by about sixty-five per cent.

Projects are also being studied by various Government departments under which the country's coastal services will be speeded up by the use of a fleet of fast motorships. This fleet would operate along the 3,200 mile coastline from Porto Alegre in the south to Belem in the north, completing the round trip of 6,400 miles in a month or less and calling at some twenty-one ports en route.

The vessels envisaged for this traffic are streamlined motorships of Dutch design, looking very much like 'super-submarines in silhouette'. Some twenty of these vessels are proposed in the first part of the plan. Each would be able to carry 2,400 tons of cargo, 600 tons of it in refrigerated holds. The propelling machinery would consist of two Swiss diesel engines 'of revolutionary design' giving a speed of twenty-five knots. A third engine would be fitted and held in reserve for use in heavy weather. The vessels would be fitted with telescopic masts, radar and other modern scientific devices making for safety at sea.

Other stages in the building-up programme include, up to 1960, the construction of river-going merchant vessels of below 1,000 tdw, barges, coastal craft and tugs; and, between 1957-60, the purchase of sixty ships of 4,000 tons each, eight of 9,000 tons, and three passenger ships for 600 passengers. Between 1961 and 1966, a further ninety 4,000-ton, twelve 9,000-ton and three passenger ships will be bought. It is an ambitious programme.

*Rosemarie, now a fully-fledged Lufthansa stewardess, proudly wearing the smart Lufthansa cap. She is obviously a most attractive addition to the airline's staff but attractive appearance is only one of many qualifications a stewardess needs to do her job well (Photo: Lufthansa)*



## Dinner is served . . . above the clouds

by ROLAND RUMPF

'IF A MAN FROM MARS KNOCKED AT THE WINDOW OF YOUR PLANE at 20,000 feet would you open the passenger or service door and how would you react if the Martian followed Martian practice and thumbed his nose at you as a sign of respect?'

This question appeared in a mock newspaper during end-of-course celebrations at the Deutsche Lufthansa Stewards' and Stewardesses' School in Hamburg and facetious though it was it characterized the school. It is here that young men and women are made ready for the fine but taxing profession of air steward or air stewardess. It is here that they learn how surprising situations and problems can arise with which – in addition to those of an every-day character – they must be ready to deal firmly, for problems cannot be by-passed in midair between two airports. Resourcefulness on the one hand and Deutsche Lufthansa's motto, which it has prized since its foundation, of 'Service to the Passenger' on the other are the basic foundations on which this school is based.

There were seventeen young ladies and three men undergoing the course which I visited. They came virtually from everywhere. The young brunette, Renate, was from Duisburg, the brown-haired Anneruth from Königsberg, and the black-haired Iracy from Sao Paulo. Blonde Helga was from Stettin and dark Romana from Munich. All had met the required qualifications: a high school certificate or matriculation, a perfect knowledge of English and if possible of a further foreign language, a steady, friendly demeanour and, a rare gift, ability to carry everything through with decorum and dexterity.

Every young girl who informs Deutsche Lufthansa of her wish to become a stewardess receives a pamphlet. The last sentence runs: 'Those who meet the above-mentioned requirements can be included on a short-list; for them the way is open to the interesting, many-sided and world-wide profession of air stewardess.' Apart from those already given, the other requirements are: an age of between twenty-two and twenty-eight years, a height of between five feet three inches and five feet eight inches, perfect health and eye-sight, a valid passport, a good reputation, a settled outlook, good figure, charm and care for

personal appearance, practical experience of life, good education, ability to get on well with people of all kinds and a positive feeling for team-work. A knowledge of nursing, the care of infants, catering and the foreign travel industry are desirable.

These prerequisites are not set arbitrarily high and one well knows that the number of those fulfilling them is not large, but the air stewardess of today is for many hours on end the sole representative of her company, having on occasions to wait on, chat with, give information to, meet the wishes and submit to the moods of, an assorted group of Chinese, Indians, Abyssinians, Frenchmen, Germans, Englishmen and Americans; and to comfort the air-sick, talk with the nervous and – yes, even that – deliver a baby without the attendance of a doctor if it happens that one is not on board. And in all this she must be friendly and good-humoured, clean and well-groomed, and with a character beyond reproach. Anything that she does wrongly reflects on her company and nowadays the air traveller is in most cases a fastidious person, whether his name is Müller, Smith, Carpentier or Ling Fu.

*In the classroom where much of the training is carried out in the six weeks of the course. There is a great deal to learn from a crowded syllabus but the students know that at the end of the school lies the prospect of entry to a fine and envied profession (Photo: Julius J. Weitmann)*

There are not many young people who could claim to possess the qualifications needed for the steward's profession and thus although there are many who feel it to be their vocation few can in fact be selected. Lufthansa is constantly searching for suitable candidates, as are all the other companies.

It is a delight, then, to spend a few hours with the young people who have been found suitable and to hear and see the eagerness with which they train themselves for such a desirable profession. They have all first to complete a number of questionnaires and then, by way of an introduction to the company, are flown free to Hamburg where they undergo a short interview and medical examination. Now, with a provisional contract in their pocket, they are back at school – and no soft, comfortable one either.

A number of extremely tricky subjects are found on the syllabus. One is called 'airplane announcements', another 'bookings', the next, 'how an airplane flies', yet another, 'first aid'; then, 'the passenger and I' and (a very frightening one for the young ladies), 'technical data – pressurized cabins'; or 'weather reports' and 'weight and balance'. The list continues: 'behaviour in emergencies or mishaps', 'serving procedure' and, one after the other, come 'meals announcements', 'bills', 'drinks announcements', 'customs regulations', 'cosmetics', 'route directions' – and many more.

And all this in six weeks, for the



course lasts no longer. But at the end of this time every one of the young pupils can answer questions such as 'What is an angle of incidence?', 'What makes an airplane fly?', 'What are the names of the Deutsche Lufthansa executives?', or 'How does a cumulus cloud form?' The same young lady must also know the galley and the plane itself from back to front and inside out, not to mention how to pick out adhesive plaster from chewing gum when groping in a drawer in pitch darkness.

In short, if she wishes to remain in the job she has chosen, she must be talented in many directions and this is exactly the impression one has meeting her shortly before her examinations.

There are only two classrooms at Hamburg-Fuhlsbüttel airport. One is equipped conventionally with desks, a table and a teacher's rostrum, and the other with replicas of an aircraft fuselage complete with galley and passenger cabin. Here, acting alternately as stewardess and passenger, the trainee learns

how to move gracefully and deftly in a narrow space, how to serve coffee without spilling it in the passenger's lap, how to serve a meal tray without upsetting the food, and how to take coats, spread blankets and distribute pillows.

Marie-Luise prepares a breakfast tray whilst her friends, as attentive as watchdogs, see that everything is correct. Then Renate waits upon her passengers, Romana, Helmut, Hannelore and Bodo, each playing his or her part gaily but conscientiously, for only two days separate them from their start as assistant stewards or stewardesses.

In the writer's second hour at the school he underwent first aid and I feel bound to say that a broken leg is nothing to worry about if one receives nursing of this sort. With astonishing assurance I was put to bed, fitted up with splints and transported, all with the same all-in-the-day's-work air as the serving of the breakfast tray earlier in the day.

For the next subject-hour we travelled into Hamburg, to the home of a well-known cosmetics expert, Ruth von Richthofen. Here the future stewardesses learn all the secrets of good make-up.

This had me a little puzzled for a while. With the best will in the world I could not imagine that a stewardess would have to pluck the eyebrows, pow-



*The galleys on a modern airliner are a triumph of compactness where every inch of space has to be used to the best advantage. The stewardesses must know where everything is, how to get at it, and how to get it quickly – without making any bother (Photo: Julius J. Weitmann)*

der the cheeks and manicure the nails of an accompanying female celebrity. And, of course, that was not the case, for the students come here to learn how to give themselves those small aids which freshen a face tired by thirty hours' flying and keep clean, and dainty, hands battered by work. All this is for the lord of the plane, the passenger, who would feel let down to find himself served by a stewardess who looked tired and acted in a surly manner.

A word about friendliness. Friendliness is the supreme rule in the whole of the stewardess's training. It is as essential an element to her as the sun to a fine day. To a good stewardess it is always sunny and there is simply no such thing as a cloud. Her friendliness must be habitual and natural and given spontaneously: a gift to the passenger for which nothing is sought in return, which must remain paramount even if turned to her disadvantage, which although required by her calling must never become a frozen professional mask. It is friendliness which makes a good stewardess the real 'lady of the house', the good-tempered 'housewife', caring for her charges, waiting on them, talking to them and listening to them, informing and reproaching, ordering and obeying – and always, even when provoked, remaining the 'lady'.

Of course, not all stewardesses are alike; they do not come in ready-made packages all to one specification. Their schooling is rather like that in a music school: there are certain basic requirements and a technique is taught – but the genius has his own style. And it needs something of a genius to be entrusted with the care of forty, fifty or more people – with all that they are and all that they are feeling, thinking and expecting – even if it is only for a matter of hours. Add to that the fact that the humours, habits and customs of almost all the nations in the world can come together in one airplane.

After the really charming – and fragrant – period with Madame von Richtofen came training in the nursing of the sick and infants. This is carried out partly in the hospital and partly in the classroom with the aid of dolls. Regard

*There is not much room to move about an aircraft with a loaded tray, and to do it speedily and neatly – without spilling food over the passengers – requires a lot of practice and a natural dexterity which only a few possess (Photo: Lufthansa)*

is paid not only to what can crop up every day – toothaches, headaches and other common ailments – but also to the care of more serious cases, childbirths on board (not uncommon lately), bad heart attacks and similar afflictions, for people taken sick have often been saved at the last minute from serious injury, by being flown to a specialist and even then one can never be sure that complications will not set in on the way.

In the last few days at the school there are naturally signs of examination 'nerves' for the examination represents the last hurdle before the step into the wide aviation world. But the selection of the trainees has been carried through so carefully that the last examination is normally passed by all but a very few exceptions. There then follows a flight at the side of an older stewardess so that the former trainee can become accustomed to the routine. The next stage is a period of six months' independent work on internal German routes and on European flights – this is still part of the probationary period – until finally the long-awaited day comes when a large four-engined plane flies overseas carrying the young stewardess, now firmly established in her job. For the first time she

can be said to have definitely made the grade.

She has now carved herself a career in what is one of the finest and most responsible of all the female professions, but her job is far from consisting solely of delightful journeys, of seeing far-away places and doing well by the passengers. Certainly, the journeys and the distant lands are there, and pleasant and interesting conversation with prominent passengers too. But, and it is a very big 'but', as in a film, the outsider sees the finished product and not the work that goes into its making.

Putting people at their ease is never easy, and all the less so with people more than usually on edge. Any hostess has a lighter heart when she has finished entertaining for the evening and sinks into bed with a sigh of relief. So it is for the stewardess when she gets back after a long flight to her small room in Hamburg where all the stewardesses live.

There is no one there who has paid a few thousand marks for a flight and wants to talk to her about architecture, modern music, bee-keeping or plastics, who wants to know whether Teheran has a good climate or how much beer costs in Rio de Janeiro, who needs cold






*Training at the Lufthansa school is entirely practical in that it is designed primarily to equip the stewardess for her job. The days spent at the training school with the dolls (left) are well spent when the real thing (right) comes along. Babies are frequently the most demanding, even if the most lovable, of air line passengers (Photographs: Julius J. Weitmann (left) and Lufthansa)*

compresses, or a woollen rug for his old legs, or wants to take her out or even marry her. Now for the first time she can be unsociable or even irritable if the weather chooses to be bad precisely on her day off or if a cold in the head ruffles her good humour. That same good humour which she can lose only on one occasion when on duty, when she is offered a tip and when, after a polite refusal, the passenger tries to force it on her. Only in this one case is she justified in becoming angry, for she loves her work for its own sake, work which she does from conviction, for the joy of it, and in the service of her company.

But – as any housewife would be – she is all the happier when a passenger acknowledges her work, leaves her with a few kind words at the end of a flight and says he feels fine.

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### Handy for drivers

 WE HAVE TO THANK OUR GERMAN AFFILIATE, the Transport and Public Service Workers, for sending us an excellent example of how a pocket diary for drivers of all types of road vehicles can be attractively produced. In something like 320 pages, this work\*

packs practically everything the driver of a passenger car or other road vehicle needs to know as he goes about his daily business. Only the first 62 pages are diary proper, the rest is an excellent compendium of all matters relevant to the driver's activities. There are sections devoted to the most important regulations governing driving, the transport of passengers and goods by road, as well as useful hints on the practice of driving. Information in convenient reference form is also given on car registration numbers, maintenance and repair of vehicles, first aid in the case of accident, accident prevention tips, etc., etc. The table of contents shows that something like thirty subjects are covered, with a number of neat illustrations to 'bring the lesson home'. The texts of regulations closely affecting the day-to-day life of road haulage drivers, such as the Ordinance on carrying of duty log-books, are printed in full. Apart from its great usefulness to German drivers, this diary contains much that anyone driving in Germany would profit from knowing – if only from a study of the fully illustrated traffic signs which are met in such great numbers along the roads of Germany.


\*) Taschenbuch für Kraftfahrer, Courier Verlag, Stuttgart; DM. 1.50.

### Still hunting at 101

 THE UNITED STATES RAILROAD RETIREMENT BOARD found in a recent survey at the end of 1956 that it was paying benefits to ten former railway employees who were more than 100 years old. When someone from the Board went to interview one of the centenarians he found him out in a wood shooting squirrels with a shot-gun. The pensioner explained that now his sight was not so good – he was 101 and had never worn glasses – he relied on a shot-gun rather than a rifle.

Fishing, however, was out. 'I just get so restless,' he said. 'I can't sit around and wait for 'em to bite. Sitting makes my knee joints sorta stiff and ache. I'd rather be up and stirring about.'

### Dental service for Indian Railwaymen

 A FULLY EQUIPPED DENTAL CLINIC is to be attached to the headquarters hospital of each of the seven Indian railway systems and to the locomotive works. District railway hospitals, too, will be provided with equipment and the services of local dentists will be arranged. For normal dental treatment such as extraction, scaling and cleaning no charge will be made.



The following article was written by J. F. Soares, Director, ITF Asian Regional Office, from material supplied by the Seafarers' General Union of China. The history of this union goes back to the year 1913, one year after the founding of the Republic of China. Today, the union has a membership of over 23,000 and has its headquarters in Taiwan (Formosa).

## The Seafarers' General Union of China, Taiwan

TO DR. SUN YAT SEN, FATHER OF THE REPUBLIC OF CHINA, goes the credit for helping found the first union of Chinese seamen. It was in 1913, a year after the Republic of China was founded, that with his approval and encouragement there was formed in Yokohama, Japan, the *Chinese Seafarers' Fraternity*. At first, largely a social organization rather than a union of seamen, the Fraternity nevertheless brought within its fold the many Chinese seamen then trading regularly to Yokohama. Hongkong was then, as it still is, the largest recruiting centre for Chinese seamen serving on foreign-going ships. That one reason therefore prompted the Fraternity into moving its headquarters to the British Colony, from where it branched out to open offices in all the major ports on the mainland. Still small in terms of membership, the Fraternity continued to expand, particularly among the coastal seamen. The increasing membership of what was still then a loose association necessitated the calling of a regular constitutional conference of seamen-delegates. This was held in early 1920, when by a resolution adopted a union called the *United Seafarers' General Association of China* was inaugurated, with Mr. P. S. Chen as its Secretary.

The headquarters of the new Association continued to be in Hongkong until 1928, when they were moved to Shanghai. From its new headquarters, an intensive membership drive was undertaken and the Associations' activities widened in both scope and extent. Whilst the Association was slowly consolidating its position on the mainland, the Sino-Japanese War of 1937 broke out and again forced it to move headquarters, first to Hankow, and a year later, to Chungking. There it maintained a precarious existence, losing nearly all contacts with its membership and far removed from the shipping centres until 1945, when, with the Japanese surrender, it re-established itself in Shanghai.

Bonds loosened by eight years of warfare needed tightening. Accordingly, and after long preparation, a constitutional conference was again called in December 1946, resulting in the formation of the '*General Union of Seafarers of China*', the subject of this story.

Peace was however short-lived, and the varying fortunes of the civil war saw the Union, just three years later, follow the Government to Taiwan (Formosa), from where it presently operates with headquarters sited at 128 Ta-Tung Road, Hsi-Chih County. On moving to the island stronghold, reorganization of the union was again taken in hand

and its activities revived and expanded. At the Union's Fourth National Conference held in March 1956, a thirty-three-member *General Council* and an eleven-member *Executive Committee* was elected, headed by Bro. P.S. Chen.

The Seafarers' General Union of Chi-

na is an industrial union catering for all personnel employed in the deep-sea, near, coasting and fishing trades, and embracing both officers and ratings. It has a membership of some 23,043 made up as follows: 6,789 employed members, 4,455 unemployed members, and 11,799 overseas members, the latter in branch unions in Macao, Hongkong, Singapore and Yokohama. In Taiwan itself, the Union has two branches, at Keelung and Kaoshing, each of which has administrative sub-divisions to cater for the particular needs of the regularly employed, the unemployed and the fishermen members.

In the non-industrial sphere, the activities of the Union are varied and many, ranging from the maintenance of navigation and engineering schools to the establishing of cemeteries and funeral parlours for deceased members and their dependents. The social and general welfare needs of the member-

### Service with private companies

(Wages are in HK \$s but paid in Taiwan currency at the rate of 6 HK \$s and 24.68 TW \$s to the US \$.)

	Vessels		
	501-1,500	1,501-5,000	5,001-10,000
	G.R.T.	G.R.T.	G.R.T.
Master	600-50-750	750-800-900-1000	900-100-1200
Chief Engineer	500-50-600	550-50-750	650-50-750-820-900
1st Mate/Engnr	370-40-460-510	460-510-570-630	510-60-700
2nd Mate/Eng/1st R/O	280-300-30-360	330-360-400-450	360-400-50-500
3rd Mate/Eng/Signalman	220-20-260-290	260-290-330-360	290-330-360-400
Bosun/Ch. Fireman	140-10-160	150-10-180	170-180-195-210
S'keeper/2nd Fireman	125-130-140	140-10-170	150-10-180
Quarter-Master/Carp. }	160-10-180	170-10-200	190-10-220
1st Mechanic/Fitter			
Electrician			
Sailor/1st Grade F'man	115-5-125	120-5-130-140	130-10-160
Cook	125-130-140	140-10-160	150-10-170
Ch. Steward	105-5-115	115-125	125-140
Ordinary Steward	100-110	110-120	120-130

These rates are basic and are increased by thirty per cent for voyages east of Singapore and by fifty per cent for voyages west of Singapore.

ship are not forgotten either, being well provided for by a wide variety of facilities which include: fair-price grocery stores, laundries, English-language night schools, libraries and sports fields.

A particularly strong and effective section of the Union is that which deals with Communist agents seeking to lure Chinese seamen back to the mainland, and Communist subversion generally. In Yokohama, Hongkong and Singapore, Union agents and organizers maintain a close watch on Communist agents, counter their activities with publicity and propaganda, and report to the Government departments concerned for action considered necessary. No defections have taken place amongst the

union's membership which speaks well for its efforts.

The Union publishes a journal 'Seamen News', and a regular feature, 'Voice of Seamen', is broadcast twice weekly over Taipei Radio.

Imbued with common aims and objectives, eventual return to the mainland, the Union maintains cordial ties with management groups, both Governmental and private. Working conditions are determined by negotiations, and valid agreements are held with both groups of operators covering some 4,500 members.

Some typical rates provided by such agreements are set out on page 116 and below.

### Scales in force on government-operated vessels (Senior Crew)

RANK OR RATING	BASIC MONTHLY (TW \$)	VOYAGE (TRIP) ALLOWANCE, PER THIRTY DAYS		
		Cross-ocean trades (U.S. \$)	Inter-ocean trades (U.S. \$)	Coastal trades (TW \$)
Master	520-20-600	250-270	85-90	635-35-775
Chief Engineer	480-20-560	240-260	80-84	565-35-705
1st Mate/Engineer	340-20-420	170-210	54-70	335-35-460
Chief Purser	300-20-380	149-190	49-62	295-20-390
2 Mate/Engnr/1st R.O.	260-20-340	129-170	41-54	255-20-335
3 Mate/Engnr/Signalman	190-200-20-260	97-129	30-41	180-20-255
Purser/Tallyclerk	180-10-200-20-240	92-118	29-39	170-10-190-15-235

In addition to these basic rates, it is usual to pay an annual bonus of one month's salary. The basic wage is exclusive of mess allowance which is TW \$ 243 a month for officers, TW \$ 194 for petty officers and TW \$ 146 for ratings.

A compensatory allowance, payable to certain grades in all three forms of trade, brings gross average monthly earnings in Taiwan dollars to the following ranges (exclusive of trip allowance, but including mess allowance payable when in home or other coastal ports): Master, 835-20-895; Chief Engineer, 795-20-865; First Mate or First Engineer, 655-20-735; First Radio Officer, Second Mate or Second Engineer, 575-20-655; Signalman, Third Mate or Third Engineer, 505-20-575.

### Service with Taiwan Coastal Owners' Association

RANK OR RATING	BASIC MONTHLY (IN TW \$)	SAILING ALLOWANCE	MONTHLY EARNINGS GROSS IN TW \$
Master	500	350	850
1st Mate	380	266	646
Bosun	240	168	408
QM	220	154	374
AB	200	140	340
Chief Engineer	500	350	850
1st Engineer	380	266	646
Oiler	220	154	374
Purser	340	238	578
Cook	220	154	374

When vessels are laid up temporarily, crews are paid basic wages beginning with the second month of lay-up. The basic wage is also paid during 'idling' periods, i.e. whilst the vessel is undergoing survey or repairs.

### Technology cuts US railroad jobs



AVERAGE RAILROAD EMPLOYMENT IN THE US has been cut from over two million workers in 1920 to 996,000 in January, 1957. This startling reduction in the country's railroad labour force, as evidenced by statistics compiled by the US Interstate Commerce Commission, is ascribed to the forward march of technology on the railways. The figures also reveal that total railroad employment has declined about forty per cent since 1945, whilst average employment has fallen about thirty per cent in the same period.

Quoting these figures before Senate and House committees in connection with the Railroad Retirement Benefits Bill, now before the US Congress, an economist for the railway workers' association, the ITF-affiliated Railway Labor Executives' Association, stressed that the longrun decline was not due to a falling-off in railroad traffic. On the contrary, in 1946 this was forty per cent above the 1920 figure, while the employment figure was fifty per cent below that for 1920.

The speaker then went on to establish an interesting comparison between the volume of traffic and employment during periods when traffic carried was the same. Thus the volume of traffic in 1948 was exactly the same as that in 1956. The midmonth average of employment figure in 1948, however, was 1,327,000 compared with only 1,045,000 in 1956. The total number of railroad employees in 1948 was 2,300,000. In 1956 it was 1,600,000, a drop of thirty per cent in total employed over the period 1948 to 1956. These figures can only mean that greatly increased output per employee and per man-hour has been accompanied by reduced employment on the nation's railroads.

In its evidence before the committee, the Railway Labor Executives' Association stressed the fact that technological change is particularly serious in the railroad industry because a very large number of railway employees have developed skills which are almost valueless to them in other industries. Such a technologically-displaced worker would probably have to start at the bottom in some other industry. The problem becomes doubly acute where railwaymen are employed at points where no other industry exists.

# Recent developments in the Swiss Federal Railways Medical Service



THE MEDICAL SERVICE OF THE SWISS FEDERAL RAILWAYS was created in 1916. Before then the railways had relied on some 300 consultants to carry out medical examinations, mainly to determine the suitability of employees for certain types of work, whether men were fit for entry to the service, or if already employed, whether they were so unfit as to be prematurely discharged. The old system was unsatisfactory for workers and management alike as there were no set standards applied over the railway system as a whole. The new Medical Service was charged with issuing standard directives to the consultants, who were reduced to thirty, and with co-ordinating their activities. Before long the Service was extended to cover the rest of the federal staff and with the introduction of national insurance funds the advantage of uniform treatment for all federal employees was soon obvious.

The Medical Service is subordinate to both the Federal Railways administration (for its dealings with railwaymen) and the Federal Finance and Customs Department. It has full-time administrative staff of six doctors: a head of the division, a deputy-head and four assistants. To these are added thirty-nine accredited physicians or consultants; thirty-seven of them deal with both the railways and other federal personnel and two of them with the latter only.

These consultants are either general practitioners or hospital physicians working under a contract by which the federal administration deposes them to medically examine its personnel. Each has charge of a certain group of employees or a certain area. They send their reports to the central Medical Service for, as the central Service is ultimately responsible for making decisions, its own doctors have to be ready to examine some of the employees, in which event the case-histories must be available to them.

## The Service's activities

In addition to its functions in the field of administration and preventive medicine – advice to the authorities on improvements in hygiene, a watch on working conditions, measures to prevent epidemics, supervision of the sanitary service and organization of first aid

*The waiting room in the new mobile examination car constructed and put into service by the Swiss Railways Medical Service. This room can also be put to other uses when necessary (Photo by courtesy of the Swiss Federal Railways)*

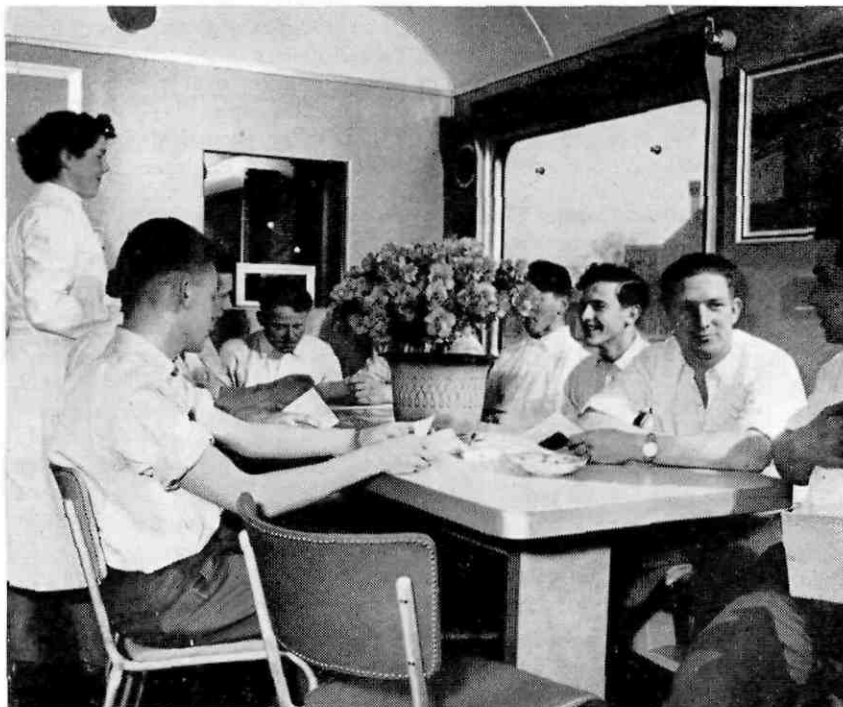
in major accidents – the Medical Service has the following duties: a) to judge whether an employee is fit enough to be admitted to the service and to the pension fund; b) to keep a check on the progress of sick employees and arrange periodical examinations of certain categories of workers; and c) to advise the administration on cases of invalidity and on the re-assimilation of partly-disabled workers into the undertaking's working scheme.

## A check on one-man operation

Previous heads of the Service drew the railways administration's attention to

the necessity for introducing a periodical check on the health of locomotive personnel. The decisive argument for this step was an anxiety to ensure the safety of one-man operation and to maintain a standard of fitness of service for a group of workers doing a particularly tricky job. Up to now these examinations have taken place in the region of the various locomotive depots. Once certain difficulties had been overcome the examinations – carried out systematically since 1944 – became standard practice with the approval of the staff.

This has had positive results. In effect, by revealing in time illnesses which present few or no symptoms, assistant motormen can be assigned to accompany motormen who there is reason to fear might be suddenly afflicted by an illness or attacks of faintness which could abruptly hinder them in their duties. These medical checks also allow a sick employee to be given treatment while there is still time for it to be effective. In this way it has been possible to bring about a notable reduction in sickness,





especially in cardio-circulatory ailments.

### The fight against TB

The results obtained over the last ten years in the radiographical field – due particularly to the introduction of new technical equipment and tests with anti-tubercular vaccine (BCG) – led the Medical Service to propose to the railways and the other federal services that they should invite their employees to undergo a chest x-ray voluntarily every two or three years and to be vaccinated if that step appeared indicated. This project was received favourably on all sides, the staff organizations declaring themselves in favour of the introduction of preventive measures against tuberculosis.

Very definite results have been obtained. According to the age groups which have been checked a proportion of tubercular cases, varying from one to one and a half per cent of the workers, has been discovered, some of them even reaching the stage of open or infectious tuberculosis. On occasion incipient cardiac troubles and lung growths have been revealed as well. Although it is not yet possible to judge the efficacy of the BCG vaccinations with certainty it can be said that of the people who have been vaccinated – and there are more than ten thousand of them – not one case of tuberculosis has yet been detected.

Ordinarily the examinations for entry to the railways are conducted by the medical consultants. However, for certain grades (particularly for applicants for footplate service) certain additional examinations have appeared to be desirable, making it possible to establish a more detailed picture of the man's state of health.

### The Medical Service examination car

In order to increase the number of examinations and to avoid wasting the employees' time needlessly it is necessary to carry the examinations out as near as possible to the workplace. The Federal Railways therefore decided to build an examination car which allows the Service's doctors to carry out their duties under better conditions and thus to the greater benefit of the staff.

After a thorough enquiry into the mobile x-ray installations used both in Switzerland and abroad by public and private concerns and after an equally thorough examination of the latest x-ray equipment, plans were made in 1951 and 1952 for the building of a mobile

medical examination station. Tests were made at the railways' workshops to verify whether x-ray apparatus could be fed with alternating current at  $16\frac{2}{3}$  cycles without prolonging exposure beyond what was desirable. The test was conclusive but for other reasons the idea of feeding the equipment from the overhead contacts without transforming the current had to be set aside.

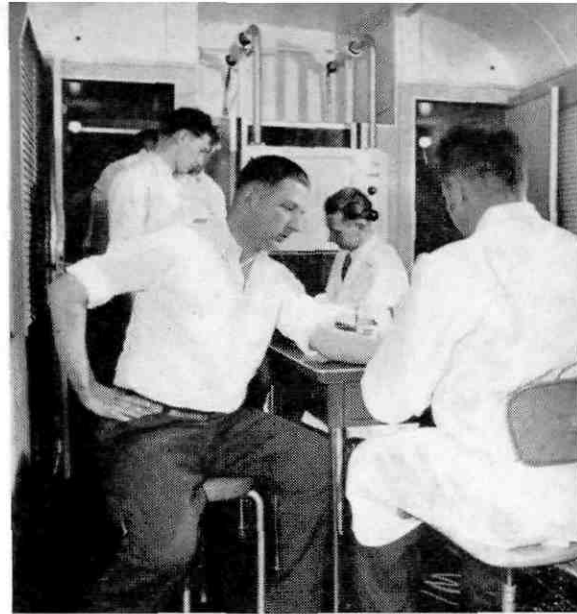
After studying the different technical aspects of the problem it was decided to have a rail car built by the railways' own workshops in Zürich and this was authorized by the railways administration in December 1954. In the short space of the next two years it was possible to work out the detailed plans – for which six hundred drawings were needed – and to complete the construction.

The variety of purposes and areas which the car had to fulfil and serve necessitated a close collaboration between technicians and doctors. Since it had to permit both individual and collective examinations the more orthodox arrangements had to be forgotten and new ways found. The interior of the car had to be laid out in such a way as to enable two doctors and an assistant to work simultaneously but independently on individual examinations and yet allow them to switch to group examinations in the minimum of time.

The car consists of several compartments, each of a size appropriate to its use. At the entrance a small vestibule serves as a waiting room. It is connected by a counter to the registry where the written work is done and the employees receive their cards and prescriptions. The next compartment is larger and serves as a waiting room for group examinations, as a consulting room for individual examinations and, when the car is not in use, as a room for the car's staff.

From there, one passes through two corridors and arrives at the examination and x-ray room where examinations take place individually and in series. Next comes the room where the x-ray plates are prepared and this is also equipped with modern cardiographic apparatus. From this room one arrives at the laboratory where the practical work is done and the x-rays developed. All the compartments of the car are connected by loud-speakers.

The car can be fed with electricity either by means of the overhead wire or by tapping the train's heating supply.



*The examination room in the new mobile 'clinic'. This railwaymen is undergoing a tuberculosis test. A large-scale campaign against this disease has been undertaken through the Medical Service (Photo by courtesy of the Swiss Federal Railways)*



*An assistant develops an X-ray plate in the mobile examination car's laboratory. The modern facilities which the car houses are a triumph for the car's designers and the doctors who collaborated closely with them during its building (Photo by courtesy of the Swiss Federal Railways)*

The current for the x-ray apparatus passes through two transformers: first into 36-45V DC and then into 380V AC 50 cycles.

Variations in temperature are avoided by the use of warm-air circulation. A

hot-water installation, a refrigerator for the developing trays and the vaccine, a hot-air sterilizing plant and gas burners for the laboratory and for flame-sterilizing the hypodermic needles complete the equipment of a medical car which makes a notable contribution to the Medical Service's work.

(From an article by Dr. A. Serati, chief doctor of the Medical Service, published by the Swiss Railway-men's Union)

## Book review

FORTY-FIVE YEARS - INTERNATIONAL FEDERATION OF TRADE UNIONS - *an historical précis*, by Walther Schevenels; published by the Board of Trustees, Brussels, 1956; pp 442.



THIS HISTORICAL SURVEY OF THE IFTU, written by its former General Secretary, reviews the developments leading up to the establishment of the IFTU in 1901, covers the growth of the ideals of world trade unionism as exemplified by the IFTU up to 1945, and ends with the creation of the present ICFTU in 1949. Main theme of the book is the IFTU period from 1901 to 1945.

Owing to the loss of practically all the IFTU records as a result of their seizure by the Gestapo in France in 1940, removal to Germany and subsequent destruction in Allied bombing raids, this précis of IFTU history was written without the aid of the International's records. In a sense, however, this lack of many original records, regrettable as it may appear from the point of view of full documentation, might almost be regarded from the reader's angle as a gain in that the author has been enabled to concentrate more tellingly on the broad and dramatic sweep of events.

The book thus unfolds the story of the international trade-union movement against the background of a world torn by conflicting ideologies with something of the slow fateful progress of a Greek tragedy. It tells of the birth of the idea of international trade-union cooperation; of the failure of early efforts to give practical expression to the ideal of international trade-unionism; of the successful Scandinavian experiment in this field; of the birth and growth of the International Trade Secretariats and their contribution to international solidarity among the workers of the world; and finally of the establishment of the IFTU.

Whatever high hopes these pioneers in the field of international trade-un-

ionism may have had as to the extent they were heralding the dawn of a new era were soon to be dashed to the ground by the inexorable march of events. The rising tide of national economic rivalries, leading up to the war of 1914-18, dealt the workers' international trade union movement a blow from which it had but hardly recovered when it was again called upon to face the threat to labour solidarity presented by the failure of the world's politicians to solve the problems of the post-war economic depression, attended by the resurgence of nationalism in its most virulent forms - Fascism, Nazism and Francoism.

Here the author gives us a faithful record of the attempts made by the IFTU to mobilize world opinion, and above all to get politicians to appreciate and take positive steps to avert the coming disaster. In 1939 the inevitable happened: the world was once again plunged into a disastrous war. Once again, that vast body of workers, for whom the idea of the brotherhood of man was more than just a rhetorical catch-phrase, found themselves involved in a world-wide fratricidal conflict.

If the aftermath of the first World War was economic depression, characterized by the failure of governments to come to grips with, or even understand, the forces which were surely laying the foundations of the next war, the years following the second World War have as their 'motif' the out-and-out efforts of the Communists to take over the international trade-union movement.

The author had already made mention of the early struggles in the movement between those who regarded the IFTU as an instrument for the attainment of their political aims in the national field and those who insisted on its essential trade-union character. He now goes on to lay bare, as a factual record, the machinations and duplicity of the Communists in their efforts to gain control of the international trade-union movement in order to use it for their own political ends.

Walther Schevenels' survey of the history of the IFTU ends with the story of how, largely owing to the sincerity with which the national trade-union centres of the democratic countries pursued the idea of re-establishing and maintaining an all-embracing international trade-union body inspired by trade-union ideals, the Communists were able to engineer the creation of a

new body - the WFTU - to replace the pre-war IFTU and on which they hoped to, and to a large extent did, exercise an influence out of all proportion to their real numerical strength until such time as the democratic national centres withdrew in disgust to establish the present ICFTU.

It is a pity that one's pleasure in reading this excellent factual record of the history of the IFTU and the background of events against which it developed should be marred by a disproportionately high number of printer's errors which could have been eradicated by more careful proof-reading. This, however is but a minor criticism of a book which constitutes a valuable contribution to our understanding of contemporary trade union history.

## Training for sea service in Britain



THE NUMBER OF PUPILS entering British National Sea Training Schools in 1956 showed an increase over the figures for 1955 by ninety-seven, the total number of pupils receiving training at the fifteen schools numbering 9,598 compared with 9,501 in 1955.


The establishments consist of two residential schools for boy entrants, two day schools for new entrant engine room ratings, four for nautical cookery courses and seven adult seamanship schools.

New boy entrants completing courses showed a slight fall compared with 1955, the number trained being 4,444 against 4,542. The best improvements were shown by the figures for able seaman and lifeboat efficiency courses, but the numbers attending the cookery schools were disappointingly low. A continued fall in attendance at efficient deckhand courses is attributed to the quick turn-round of ships' crews.

Trainees attending courses were previously paid unemployment benefits, but these were discontinued at the end of 1955. To offset this loss new entrant boys were allowed a kit grant and new entrant adults given increased subsistence allowances in June 1956. The discontinuation of the unemployment benefits may well have accounted for the difficulties of recruitment and the shortage of applicants at the beginning of 1956.


The training schemes are financed by grants from government departments, the Shipping Federation and the Employers' Association of Liverpool.

## US machinists hold First Air Transport Conference

 THE UNITED STATES INTERNATIONAL ASSOCIATION OF MACHINISTS (an ITF affiliate) recently held its first Air Transport Conference. The decision to hold the Conference was made at the Machinists' convention last year and its purpose was to map out a co-ordinated bargaining programme. The union now has 40,000 members on the ground staffs of forty-one airlines (an increase of about fifteen per cent over the past year) and negotiations with most of the companies are scheduled for next year.

One hundred delegates attended the Conference and their recommendations are to be considered by union officials of the airline districts who will then come forward with specific bargaining objectives. Two factors which the Machinists believe will play a large part in the formulation of their claims are firstly the coming of the jet age to civil aviation which may profoundly change airline employment and, secondly, an anti-labour drive by the employers who will probably try to use the current Senate labour investigations as an excuse to campaign even more violently for laws banning union and closed shops.

### Mexican Government acts against Communist agitator

 ON 23 MARCH MEXICO CLOSED ITS DOORS TO THE FRENCH COMMUNIST, RENÉ CHARLES DUHAMEL, agitator-in-chief of the World Federation of Trade Unions, who was known to be coming to carry out an extensive plan of disruption and espionage. Officials of the Inspection Office of the Ministry of the Interior boarded the Pan American Airways flight 502, bringing him from Panama, told him that his papers were not in order and that he could not remain in Mexico, and prevented him from leaving the plane. He was kept on the plane and returned with it to Panama.

Duhamel, whose true errand was cloaked by an invitation from the CTAL (the Confederation of Workers of Latin America led by Lombardo Toledano – a WFTU adherent) to give a series of lectures, had the task of carrying out the subversive plan which Jacques Denis, the French agitator whose arrival had coincided with a strike at the National



*Some of the delegates at the first-ever Air Transport Conference convened by the United States International Association of Machinists (an ITF affiliate). The IAM now has some 40,000 members on the ground staffs of 41 airlines, a membership increase of some 15 per cent over the past year. One hundred delegates were present*

Polytechnic Institute and who was denied entry in the same way as Duhamel, had failed to execute.

Before beginning his journey to Mexico, Duhamel had been expelled from Ecuador and Peru, but had previously been to Argentina, Bolivia, Brazil and Chile. His departure from France followed visits to six countries within the soviet orbit – including Bulgaria, Hungary and Yugoslavia.

Duhamel was found to be carrying with him precise data about the telegraphic, postal, road transport, railway, air transport and sea communications systems, and electrical and military installations as well as other vital information concerning the Latin American countries which he had already visited, and he was believed to have already sent other information to his chiefs.

In order to carry out his mission Duhamel had directed his activities towards the national centres and local branches of the trade unions of public service employees, with which he had previously established written contact. He was thus able to obtain detailed and important information for the WFTU in Argentina, Bolivia, Brazil, Chile, Ecuador and Peru.

These events are indicative of the serious danger to which Latin America is continually exposed by the activities of Communist agents. It is remarkable to observe how frequently disturbances in recent times in a number of Latin American countries have coincided with the arrival in the countries concerned,

or with the passage through them, of known Communist agitators; and further how they have been marked, in each case, by the use of agitation and propaganda. To these ends use was made of the younger elements (as, for example, the students of the National Polytechnic Institute in Mexico City) to make issues which should logically have been dealt with through the teaching authorities as an excuse for street demonstrations.

The fact that these problems were made the subject of street disturbances by irresponsible elements appeared indicative of the existence of a carefully laid plan, under the inspiration of paid agitators. If, as usually happened, the disturbances exceeded the limits of a more or less orderly protest demonstration and a riot ensued involving attacks on police and buildings, the instigator would underline in his report to his superiors, the success achieved in 'mobilizing the masses' of such and such a city in defence of one or another postulate. To prevent a false impression being given, it must, however, be pointed out that these 'masses' hardly ever include, on an official basis, the organized workers, those more directly affected by the matter, or matters, under dispute. The fact that Communism, which once exercised direct control over many Latin American workers' organizations, is obliged to turn for aid to mere boys, is the most complete admission of its disastrous failure in the trade union field and among adult workers.

# Maritime laws of the middle ages

by CHARLES E. GIBSON



WHY DOES TRADITION GIVE DICK WHITTINGTON A CAT, rather than, say, a horse, dog or donkey? Sober historians say that the 'cat' was the type of ship used in the East Coast coal trade, where, perhaps, Dick made his fortune; but the sentimental Londoner, clinging to the old story, can reflect that medieval law did recognize the ship's cat. If a ship did not carry one, the master was liable for all damage done to his cargo by rats.

Perhaps Dick got the sum that set him on the road to fame from some captain whose rat-catcher had died just as he was about to sail, leaving him open to heavy damages. It is just possible.

The elevation of the cat to a legal pedestal may now raise a smile; yet this law, and others which now seem strange, were quite sensible at the time. From them modern mercantile law has evolved, just as they grew out of earlier codes such as the *Lex Rhodia* of Ancient Greece.

At one time it was believed by seamen, although the belief seems to have been without legal foundation, that if a cat were the only living thing to survive a wreck, the goods salvaged still belonged to the shippers, not the finders. But the fourteenth century Black Book of the Admiralty warned that 'if it chaunceth that sometime in many places there are inhuman felons, more cruel than dogs or wolves enrages, the whiche murder and slaye the poor sufferers to obtayn theyr money or clothes or other goodes'. Such murderous wreckers, ordered the Laws of Oleron, which from the twelfth century formed the basis of English maritime law, 'should be plunged into the sea until half drowned and then taken out and stoned to death.'

Severe penalties, however, did not stop such incidents as the cutting of the cables of a Genoese carrack anchored off the Cornish coast in 1454, so that she drifted ashore to be plundered. The Thames, too, has seen its share of cable-cutting. The River Pirates, eighteenth century London's most villainous gang of water thieves, particularly favoured this tactic.

Elizabeth I had given them plenty of targets, for she had named twenty quays at which alone goods could be landed. Since these 'Legal Quays' had a total frontage of only 1,419 feet, the congestion of ships moored in mid-stream became such that by the year 1700 trots of three or four ships apiece stretched right down to Deptford.

Towards wreckers medieval law was harsh; towards pirates it seems to have been surprisingly lenient, possibly because piracy did not then carry the same social stigma as it does today. The Cinque Portsmen openly threatened Edward I: 'Let the King's Council be well assured that if any wrong or grievance be done to them in any way against justice, they will forthwith forsake their wives and children and all they possess and go to make their profit upon the sea wheresoever they think they will be able to acquire it.'

Not even murder with piracy necessarily brought heavy penalties. In 1293 five English ships robbed and killed some Bayonne merchants off the Isle of Wight, claiming later to have mistaken these fellow subjects of King Edward for Spaniards. Their penalty was to have masses for the slain said for a year and to return the stolen goods to the Lombards and Flemings – from whom the Bayards had pillaged them.

Not all pirated goods were so easily recovered. Some years before 1318 the London ship *Petite Bayard*, outward bound for Antwerp, was attacked off Thanet by the Admiral of Calais. Her crew ran her ashore and fled towards Margate with the sail and rudder. The French pursued them, seized the sail and rudder and made off with the ship and her £1,200 worth of wool. At least three years later Edward II was still taking the matter up with Philip of France – and England was still at peace with France.

If, as here, a merchant failed to get compensation, the King might order the seizure of goods in English ports belonging to nationals of the foreign country concerned. Thus in 1304 part of the indemnity to a Yarmouth burgess were two Zealand ships in London, whilst in 1460 all the Genoese in London were arrested and fined 9,000 marks to recompense Robert Sturmy, whose ship had been pillaged off Malta by Genoese pirates.

On matters of discipline and command, medieval law differed considerably from modern. We can hardly imagine a captain today taking a vote of the crew on whether the outlook was safe for sailing, but in the Middle Ages this was compulsory. Similarly both crew and passengers – usually merchants travelling with their own goods – had to be consulted before jettisoning cargo in a storm. On the other hand, the loss of the goods so sacrificed was borne by all the merchants in proportion to the value of their own goods saved, a principle that still holds good.

The master was usually the owner, or part-owner, and was in general command, but a sailing master looked after navigation. He was often elected by the crew and possessed no greater nautical knowledge than they, or even the much travelled merchants, who frequently had a wide experience of ship handling.

The medieval seaman had a strong legal position. His wages were the first charge upon the ship and continued if he were put ashore sick or were accidentally left behind; his minimum diet was prescribed; he could strike his captain if the latter had first struck him twice or had cornered him in the bows. However, if he struck the first blow, he had to pay 'a hundred sous or lose his hand, at the sailor's own choice'.

On liabilities for damage to cargo, medieval law was closer to modern practice. During a voyage, for instance, the master was liable for damage by damp due to bad stowing, but not to the shipping of water in heavy weather. A merchant who shipped his goods in an undecked vessel had to take his chance of their getting wet. Before loading or discharging cargo, the master had to show the merchants the tackle he intended using, otherwise he was liable for all damage due to broken ropes; but if the merchants had passed his gear they bore the loss themselves. Similarly boatmen and 'young men of the beach' paid for damage due to their carelessness in handling, 'but not if the handles of the packages came off.'

As with piracy, however, it was one thing to have a good claim to damages, another to get it enforced. In 1532 Netherlands merchants complained about having to unload into boats in

midstream when discharging at London. It was not only the added cost of transshipment which worried them, but also the damage which careless lightermen did to their goods.

Another complaint by foreign merchants occurred in 1520 when Hanseatic traders objected to having to take the London pilot whose turn it was to serve instead of being allowed the one of their own choosing. An important principle was involved, for at a time when charts, buoys, beacons and other aids were practically non-existent, a pilot had the safety of a ship negotiating unknown waters very much in his hands.

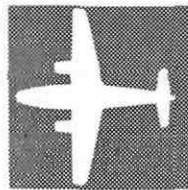
To discourage treachery or incompetence on his part, the penalties for losing a ship were severe. The pilot might lose his right hand and left eye or,

to quote the Laws of Oleron, 'if the captain or any of the sailors or any of the merchants should cut off his head they are not liable to any penalty; but before killing him it is always well to find out whether or not he has the means of making amends.' Presumably, in most cases of this kind damages were not so hard to obtain.

However, the reply to the Hanseatic merchants was that the forty experienced London pilots were organized in a fraternity, under a master and wardens, which had never lost a ship either coming in or going out. The Guild of the Holy Trinity, founded by Henry VIII in 1514, had already established a proud reputation; as Trinity House it maintains it at the present day.

With acknowledgements to 'P. L. A. Monthly'

## Successful Union representation action in the US



AIRPORT EMPLOYEES IN THE US of the Belgian airline company, SABENA, won a notable victory in the field of union representation earlier this year. On 8 March some forty personnel serving at Idlewild airport – clerks, traffic assistants and reservations staff – asked the local SABENA management to enter into negotiations with representatives of the union of their choice – the ITF-affiliated Transport Workers' Union (Air Transport Division) – with a view to concluding a labour agreement covering wages and working conditions.

There was nothing unusual about this step. American legislation contains provisions enabling employees of a concern to designate a union as their collective bargaining agent and to ask for the conclusion of an agreement between the union of their choice and the employer. Similar steps had been taken with hundreds of other employers in the air transport industry and elsewhere with satisfactory results. The TWU has such an arrangement, for example, in the case of the employees of the Royal Dutch Airlines–KLM. The New York manage-

ment of SABENA, however, first refused voluntary recognition of the union, then agreed to submit the question of union representation of the company's employees to a secret ballot election, only

*TWU Secretary-treasurer Matthew Guinan and J. F. Horst, Director of the union's Air Transport Division, lead the picketing parade in front of the New York Office of the Belgian airline company. Picketing continued for nine days during seven of which the SABENA employees were on strike (Photo: TWU Express)*




finally to go back on its word at a meeting on 8 March. On the advice of legal counsel, the company asked to be given a week in which to make their decision.

The union, for its part, set a deadline of 11 March, as it suspected the company of wishing to use the week's grace in an attempt to smash the union organization of its employees. With no indication from the company that it intended to observe the union deadline, the latter set up protest demonstrations at the company's main office and downtown ticket office as well as at the international airport terminal. Final attempts at a solution proved fruitless, with the company taking refuge behind a legal technicality. A strike was therefore called on 13 March and an appeal sent to the ITF to use its influence to bring about an amicable settlement through the head office of SABENA in Belgium.

As a result of a number of talks between the ITF Belgian affiliate, the Public Services Union, and the Brussels management of the Belgian airline company, it was finally agreed that a union representation election should be held. This took place on 1 April under the auspices of the National Mediation Board and the TWU won overwhelmingly. Union and company representatives then sat down to work out the first contract for the employees involved.

### Europe's longest bus route

 THE 'POLAR EXPRESS' BUS ROUTE from Saltdal, near Bodø, to Kirkenes in the far north of Norway, covers a total distance of 1,336 kilometres, the whole route lying within the Arctic. The journey takes four days in each direction and is the longest bus route in Europe. The route opens in early June.

## International Railway Temperance Union celebrates 50th Anniversary



THE INTERNATIONAL RAILWAY TEMPERANCE UNION celebrated its fiftieth anniversary this year with a Jubilee Congress in Sweden and a well-produced illustrated brochure has been published by them to mark the occasion.

The Union was founded in 1907 with national railwaymen's temperance organizations from Denmark, Finland, Germany, Norway, Austria, Sweden and Switzerland as the first members. Since then the Union has survived two World Wars and in fact has in recent years widened its sphere of influence to take in tram and bus workers.

The brochure describes the motives of those who formed the Union as follows: 'As the ever more impressive scientific insight came to them that alcohol is not a source of strength, warmth or real inspiration, but – under the release of a deceptive euphoristic feeling – impairs each function of the brain on which the security of railway traffic depends such as attentiveness, care and sense of responsibility, these railwaymen could do no other than call attention to this knowledge on an international scale.'

Calling 'attention to this knowledge' has been the union's main preoccupation over the years it has existed, harrying Governments and railway administrations to introduce legislation or regulations to maintain sobriety in their railway operation. One field where the Union and its national associations have had tangible success is in the establishment of non-alcoholic canteens on several European railways.

### Seamen's pensions in Sweden



AS A RESULT OF LEGISLATION IN THE YEAR 1943 the pensions scheme operated by the Swedish Merchant Marine Pensions Institute was revised with the main emphasis on pensions for ratings. (Mates, engineer and navigating officers as well as radio officers and stewards were covered by the officers' pension fund in accordance with collective agreements.)

Seamen's contributions are at the rate of six per cent of wages during the time they are in the ocean-going service. Owners contribute 3½ per cent, whilst the State makes an annual contribution to both the ratings' and officers' pension schemes amounting at present to

1,600,000 kr. (about £110,345). The State also bears the cost of administering the scheme.

Only such seamen as are inscribed in the seamen's register are covered by the scheme. Persons employed on board but not considered actual members of the crew, e.g. staff waiting on passengers at table, are not required to contribute but may do so, and thus become entitled to a pension, if they put themselves on the seamen's register.

Seamen pay their contributions up to the beginning of the year in which their fifty-fifth birthday falls and pensions start at the age of fifty-five subject to at least thirty-six month's service in ocean-going vessels. Seamen with shorter sea service than this are refunded their contributions on application on reaching the age of fifty-five.

Service pensions are in two parts. The first consists of an amount determined in accordance with insurance principles by the sum of the contributions paid in; the second, a supplementary pension, is on a sliding scale based on length of service. Examples of how this supplementary life pension works out in practice are: monthly pension payable for life at the age of fifty-five after a hundred months' service, kr. 150; after 200 months' service, kr. 470; after 300 months' service, kr. 900. (The krona stands at about 14.50 to £1 and 5.17 to US \$1). Supplementary pension charges are met by the employers' and State contributions.

In view of the fact that the national old age pension begins at sixty-seven years of age, seamen's pensions are devised mainly to ensure as high a pension as possible between the age of fifty-five and sixty-seven. A pension covering this period only works out about sixty-three per cent higher than one designed to offer a life pension at fifty-five.

In the event of a seaman electing to defer drawing his service pension, i.e. continuing to work beyond the retiring age provided by the scheme, he is entitled to a higher pension.

The following are examples of pensions at present being paid under the scheme. It is assumed that service began at the age of seventeen and the seaman worked eight months a year. His pension contributions amounted to kr. 20 a month for the first thirty-six months of service and kr. 35 a month thereafter.

On leaving the service at the age of twenty-five, he will draw a pension from

the age of fifty-five to sixty-seven of kr. 685 a year on the basis of sixty-four monthly contributions amounting to kr. 1,700; leaving at age thirty (104 months' service and contributions of kr. 3,100) his pension from fifty-five to sixty-seven is kr. 1,225; age thirty-five (144 month's service, kr. 4,500 contributed), kr. 1,751; age forty (184 months, kr. 5,900 contributed), kr. 1,947.

Retirement from sea service at the age of forty and thereafter, on this basis of calculation, e.g. beginning at age seventeen and working eight months a year, also gives rise to pension entitlement after the age of sixty-seven. For retirement at age forty this works out at an annual pension of kr. 447; at age forty-five, kr. 754 after age sixty-seven and kr. 2,254 from fifty-five to sixty-seven; at age fifty, kr. 1,033 after age sixty-seven and kr. 2,533 from fifty-five to sixty-seven; and at age fifty-five, kr. 1,325 at sixty-seven and kr. 2,825 from fifty-five to sixty-seven.

In connection with the example given above it should be noted that it presupposes contributions at the rate of six per cent of wages for the period of service. From 1939 to 1 July 1944, however, contributions to the pension scheme were at the rate of one per cent of wages, and before 1939 contributions went to the welfare funds operated by the seamen's registry offices. Of those at present retired from service, therefore, only a small minority enjoy a pension in the region of kr. 2,000 a year.

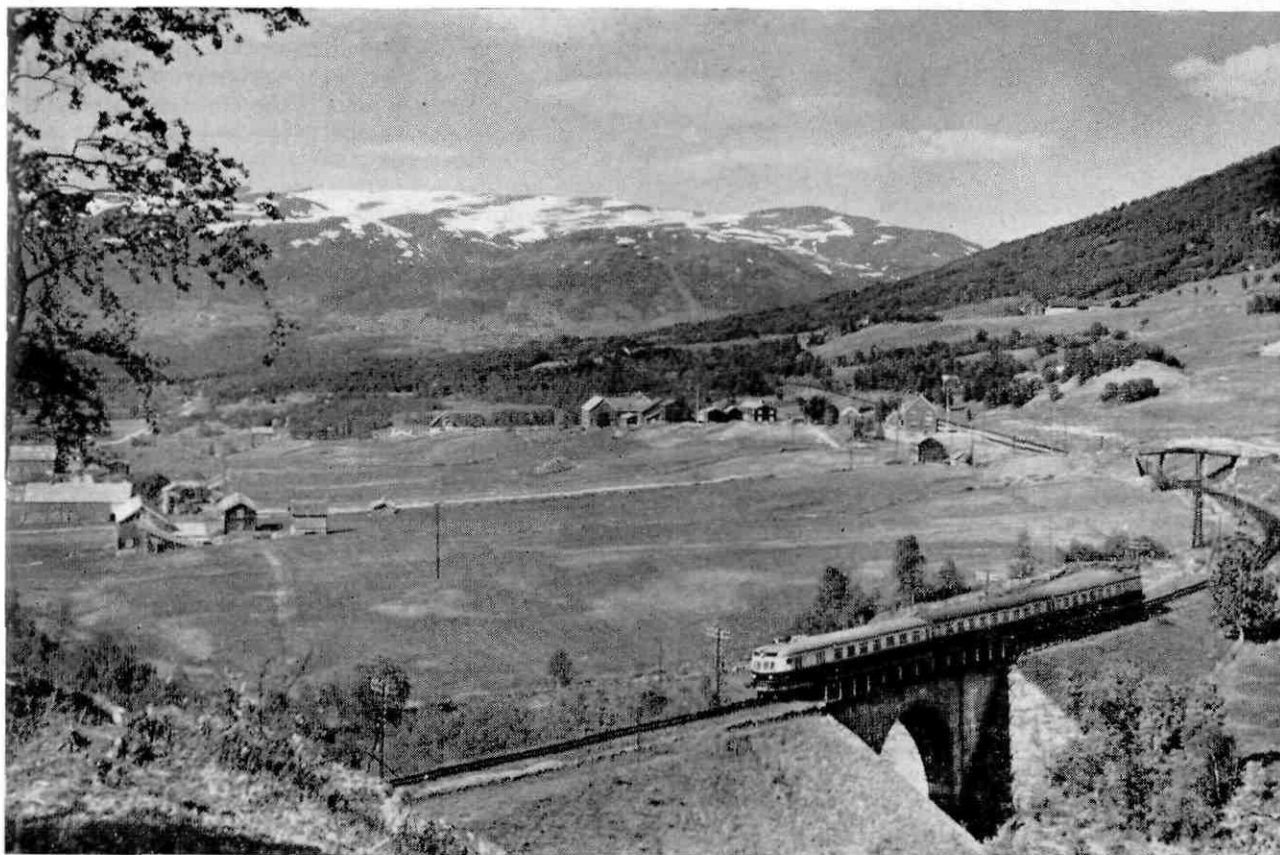
### Pension scheme planned for Norway's fishermen



THE NORWEGIAN GOVERNMENT has recently introduced a Bill which proposes the establishment of a pension scheme for the country's fishermen. The scheme will cover almost 100,000 fishermen and pensions will be payable at the age of sixty-five. Benefits will vary between 900 and 1,800 crowns for single persons (twenty crowns equal £1), and from 1,350 to 2,700 for married men. Supplements of 540 crowns per annum will be paid in respect of children below the age of eighteen.

The scheme will be financed by contributions made by the fishermen themselves, by income from export duties on fish and fish products, and by a tax to be paid by fish marketing organizations. In order to qualify for a pension, a fisherman will have to have paid contributions for 750 weeks.

## The manning of diesel locomotives in Norway



*A diesel-electric express train running between Oslo and Trondheim. The proposed eventual general introduction of diesel-operated locomotives on the Norwegian State Railways has raised the problem as to whether they should be crewed by one or two men*

THE QUESTION OF THE MANNING OF DIESEL LOCOMOTIVES IN NORWAY is likely to become acute with the impending general use of this type of engine on the entire network of the State Railways. This is particularly true of the Trondheim region where the diesel is expected to be the sole means of long-distance traction in a few months' time. There are indications that the railway management envisages one-man operation of diesel locomotives, whereas the staff are of the opinion that two men are needed as crew.

The Norwegian Locomotivemen's Union has had a number of talks with the railways' management on this subject without any conclusive agreements having been reached during the period that this type of traction was undergoing tests. Now that the diesel is going into regular service, the union feels that the time has come for a definite agreement on the question of the manning of this type of engine with due regard to the special conditions applicable to the

operation of diesel trains.

Dieselization and the crewing of diesel locomotives have been under consideration by the Union for a number of years. At its 52nd Congress, held in Narvik in 1955, the Union adopted a resolution to the effect that all diesel locomotives should have a crew of two with the exception of those employed in suburban traffic on journeys of up to fifty kms.

The Union based its contention on

three points which may be summarized as follows:

1) Locomotive staff make it a point of honour to give the best possible service by consistently maintaining schedules. If only one train fails to maintain its schedule, it means that in most cases all other trains on that route will be delayed. Engine staff know that and will do their utmost to maintain their schedule. With the general introduction of diesel engines, 'tight' schedules will come into force based on the maintenance of consistently high speeds with very little 'slack' except to allow for slight delays at scheduled stops.

Having regard to Norwegian experience with this type of locomotive, the Union is convinced that the maintenance of punctuality on high-speed



schedules is impossible except with a two-man crew. It is clear that, in the event of the development of a mechanical defect necessitating detection and repair, finding the source of the trouble and putting it right will take longer if the driver is on his own than when he has an assistant. Furthermore, one man cannot be expected to keep a satisfactory look-out for signal and other indications without undue strain, especially during bad visibility or along a stretch with a high frequency of stations.

On the mechanical side, it must be pointed out that the heating system cannot be attended to unless the driver leaves his stand, which means that all starting, stopping and regulation of the system must be done when the train is at a standstill. As regards goods (freight) trains, it is obvious that, if shunting operations are to be carried out with any degree of safety, the locomotive must be crewed by two men, even if only out of regard for the safety of the other railway staff engaged in the operation.

On through freight trains carrying a guard, there is still need for a two-man engine crew by reason of poor means of communication between the driver and the guard's van. If trouble develops, the guard cannot very well leave his van as he does not know when the train is likely to be set in motion again. These difficulties would be eliminated if a second crew-member were present to put the trouble right or if necessary establish communication with the guard possibly by means of a train telephone

*Type of diesel used in shunting operations. The Norwegian union maintains that a case can be made out for the two-man crewing of diesels during shunting, if only out of regard for the safety of other railway staff concerned in the operation*

*A closer view of the type of diesel engine in use in the Trondheim region. In such open and desolate regions as this, the danger of running into a herd of elk or reindeer is very real and adds to the strain under which these drivers have to work*

system. Naturally, these conditions are made worse by the arctic weather prevalent on certain routes in the winter months combined with the long distances between stops.

2) As long as steam traction is largely used on the railways there is not likely to be any difficulty in recruiting drivers, but with increased dieselization and the eventual elimination of the fireman on this type of engine there is going to be a lack of firemen with lengthy experience of fireman's duties and of guidance and tuition in driving, who are thus able and ready to take up driver's duties after final training. In the Union's opinion, it is absolutely essential to retain this system of long practical experience in an assistant and junior capacity on engines of which the fireman will one day be in full charge.


3) Locomotive driving is a very exacting task, so much so in fact that many drivers of advanced age seek respite from this kind of work in spite of the skill they acquire after many years of experience of driving a certain type of engine and familiarity with traffic operations. The reason for this may also be found in the effect on drivers' health of many years of service in the conditions they work under and which lead to a higher incidence of cardiac, cerebral and digestive disorders than is the case with the general public. This being so, subjecting drivers to the additional strain of one-man driving is indefensible.

In its memorandum to the railways' management, the Norwegian union also

points out that conditions in other countries cannot always necessarily be taken as a guide when considering the problem of one-man operation of diesel locomotives. In this connection it emphasizes the dangers, peculiar to certain districts, of running into herds of elk or reindeer in the winter months, thus adding to the strain imposed on the lookout-man. Actual working conditions are also very different in mountainous Norway with its many steep gradients placing additional strain on both engine and driver.

The union emphasizes that all these factors must be given full consideration before a final decision is made regarding the operation of diesel locomotives by one man.

### **Full stomachs a danger to road safety**

 A WARNING AGAINST DRIVING ON A FULL STOMACH was given recently by the editor of a German medical journal. He stated that increased digestive activity lessened the supply of blood to the brain which in turn reduced the powers of reaction and concentration. It was of prime importance that the driver should try to eat at regular times and if possible should have a warm mid-day meal followed by a short walk in the fresh air to 'get it down'. Where, however, the driver had to sit at the wheel for long periods he should choose easily digestible food, such as biscuits, lots of fruit and plain chocolate.

Tea with lemon was recommended as a drink but a warning was given against taking a great deal of liquid. Coffee did not always act as a stimulant and in fact had the opposite effect with many people. 'Pep pills' had only a brief effect and could give a driver a dangerously false idea of his driving efficiency.







# Communist influence wanes in Italian trade unions

by HARRY GOLDBERG

THIS YEAR MAY WELL SEE THE COMMUNISTS RELEGATED TO A MINORITY POSITION in the Italian trade union movement. The democratic unions – almost but not quite – achieved that eminently-desired result in 1956. Certainly, if the rate of loss by the Communists continues in 1957 as during the last three years, then the free unions ought easily to go over the top, especially in light of the fact that in 1956 the Communists just barely topped fifty per cent of the total votes cast in the factories during the entire year – fifty-one per cent to be exact.

The unrelieved brutality of the Communist suppression of the Hungarian people's revolt certainly hurt the CGIL in Italy. But it must be stressed, in this connection, that the Hungarian events merely accentuated a process that had already begun at least two years before and gathered force during 1955 and 1956.

This is confirmed by the latest statistical study of the 1956 shop steward (Commissione Interna) elections in Italy, put out by the research office of CISL, the larger of the two democratic trade union federations in Italy. (All figures are taken from this study.) The overall results of the entire year's elections in the factories can be immediately seen from the following tables (there were elections in 3,199 establishments, containing 1,166,203 workers; slightly over a million workers voted and slightly under a million ballots were valid):

	Votes		Shop Stewards	
	No.	%	No.	%
CGIL	490,443	51	6,057	45.7
CISL	363,346	37.8	5,754	43.4
UIL	67,376	7	604	4.6
Others	39,776	4.2	831	6.3

It is to be noticed that whereas the Communist CGIL still (though barely) exceeded fifty per cent of the vote, it had already fallen to below fifty per cent of the total number of shop stewards elected. Here CISL alone was right on the heels of the CGIL, whereas the democratic unions together – CISL and UIL – have already outdistanced the CGIL. The significance of this cannot be overestimated.

How much ground the CGIL has lost in the last three years can be seen by comparing the above figures with the analogous ones of 1953. At the end of

December 1953, Di Vittorio, the general secretary of the CGIL, proudly announced at his yearly press conference that the CGIL '... in spite of the split offs from us... (which he sneered at contemptuously) still gets seventy per cent of the votes in the factories'. In three short years, then, the CGIL has lost twenty per cent of the vote and more than that amount of the shop stewards. Di Vittorio is sneering out of the other side of his mouth today.

Significant enough as these losses for the CGIL, and the corresponding gains for the democratic unions, are, an even more significant light on the basic trend is thrown by the results in those factories where elections took place for the first time in 1956 (there were 563 such). Here the results are startling:

	Votes		Shop Stewards	
	No.	%	No.	%
CISL	22,776	43.1	842	49.6
CGIL	25,272	47.8	687	40.5
UIL	2,127	4.0	66	3.9
Others	2,716	5.1	103	6.0

Here the CGIL not only fell below fifty per cent of the vote (and was practically equalled by the votes of the CISL and UIL together) but in the number of shop stewards fell 9.1 per cent below CISL which, by itself gained fifty per cent of the shop stewards. (The varied distribution in the different plants sometimes accounts for the gap between the percentage of votes and the number of shop stewards.) Admittedly these results took place only in a small percentage of the total number of plants, but they constitute, nevertheless, a straw showing which way the wind is blowing; for workers voting for the first time gave the CGIL even less than its steadily falling percentage.

Also of tremendous significance is that the largest establishments of Italy, the CGIL has already lost the absolute majority in both votes and shop stewards. In the 214 largest factories of Italy, employing at least 1,000 workers (and containing approximately half of the total number of workers who voted in 1956), the results were as follows:


	Votes		Shop Stewards	
	No.	%	No.	%
CGIL	228,017	49.6	1,107	48.3
CISL	169,820	36.7	906	39.5
UIL	46,628	10.4	192	8.4
Others	15,314	3.3	88	3.8

Finally, it is worth noting that in twenty-five out of the Italian provinces, CISL alone has outdistanced the CGIL both in votes and shop stewards; and that in twenty other provinces (including the very important centres of Turin, Rome, Naples, Varese, Novarra, etc.), CISL is stepping on CGIL's heels.


It is in the light of the above encouraging figures that the future looks so hopeful. The lesson to be drawn from recent developments – as shown by these figures – seems crystal clear: the unity of the democratic trade union forces of Italy is predicated by these figures; it is necessary more than ever before. More than any other possible relevant factor, such unity will speed up the process of putting the CGIL into a minority position in the Italian labour movement.

(With acknowledgements to AFL-CIO 'International Free Trade Union News')

## US plans for nuclear-powered merchant vessel advance

 A CONTRACT for plant and associated engineering work for the construction of the first nuclear-powered US merchant ship is reported to have been awarded recently. So far Congress has allocated £6,500,000 to the Atomic Energy Commission and a similar amount to the Maritime Administration for the vessel. Maritime Administration officials have stated that it will cost about £14 million.

## Neutral observers on whaling ships?

 AT A WHALING CONFERENCE held in Oslo towards the end of March, representatives of Britain, Japan, the Netherlands and Norway reached agreement on a draft instrument establishing a system of neutral observers on board whaling vessels. At present all expeditions have their own inspectors on board.

Norwegian whaling interests had been increasingly concerned at the opportunities for 'poaching' under the present system and the need for a stricter observance of international rules including those on the minimum size of whales caught. A system of neutral observers was first proposed by Norway at the whaling conference in Moscow in 1955, and the question was again raised in London in the Summer of 1956. Russian representatives, however, strongly opposed the idea. Although invited by the Norwegian government to the March 1957 conference, the Soviet Union declined to attend. Failure of the Russians to co-operate may mean the wrecking of the entire scheme.

The Oslo agreement, which is at present only in draft form, will be submitted to the respective governments for a final decision. It is expected to provide for the setting up of a board which will appoint inspectors from countries with no direct interest in whale hunting and allot them to factory ships. This would be in the nature of a stop-gap arrangement pending a decision of the International Whaling Commission. This is likely to take some time, however, as it would necessitate amendment to the Commissions' Convention entailing a somewhat lengthy procedure.


## Behaviour of inflatable liferafts

 THE BRITISH MINISTRY OF TRANSPORT reports some interesting facts about the behaviour of inflatable liferafts resulting from experience following the foundering of the seine-net fishing vessel 'Jane Jorgensen' in September of last year.


The crew of four boarded the six-person inflatable liferaft with which the ship was equipped and were picked up by a German vessel fifteen hours later. The raft was then abandoned and was not sighted again until nearly five days later. During the whole of this period, the raft appears to have drifted com-

paratively slowly. While it was still carrying the survivors, the wind and sea were south-westerly; wind force was four to six and wave heights eight to ten feet with a period of five to seven seconds. During these fifteen hours the raft drifted fourteen to fifteen miles. After it was abandoned, it continued to drift at the rate of nearly eighteen miles per day. The wind and sea were now predominantly westerly, with wind force four to seven for the most part and wave heights of six to fourteen feet. The eastward drift may have been assisted by the prevailing surface current, which was probably about five to ten miles a day, so that the actual drift was small. The drogue would seem to have been responsible for reducing the drift so effectively. The survivors stated that the raft rode well and no water entered it; the occupants were warm and comfortable.

## Lofoten fisheries worst for 68 years

 THE COD FISHERIES AT LOFOTEN, Norway, have had to contend with the worst oceanographic conditions for sixty-eight years. This winter the colder and less salt coastal waters have pressed down on the fishing banks, keeping the Atlantic waters – and the fish – away. The results have been catastrophic for the fishermen and the Norwegian Department of Fisheries has already been authorized to grant 150,000 crowns (£7,500) for the purchase of fuel oil in order to enable some of the fishing vessels either to continue fishing or to return home.

## Norway's position in world shipping

 THE NORWEGIAN SHIPOWNERS' ASSOCIATION is expecting earnings in foreign currency to approach the three milliard kroner mark (about £150 million) after deduction of operating costs abroad. This estimate, however, is based on trading figures for the first three quarters of 1956 and does not overlook the possibility of a recession in world trade.

At the present time, Norwegian shipping companies have something like 4.2 million gross registered tonnage under construction. This represents an increase in Norway's share of total world tonnage under construction. The only time the country had a smaller proportion was when the Norwegian government imposed a five months' ban on new or-

ders from 14 February 1955. The picture is different however in the case of tankers. Statistics kept over the last six years show that, during that period, Norway's share of world tanker tonnage under construction has fallen from twenty-eight to twelve per cent. In that same period, the percentage of total world tanker tonnage under construction for registration under Panlibhonco flags grew from five to twenty-seven.

Leaving the US government-owned 'mothball' fleet out of the reckoning, the world's merchant marine gross registered tonnage grew from sixty-seven million in 1939 to seventy-five million in 1945/46, and has now reached the figure of ninety million. Remarkable as this increase is, it is completely overshadowed by the growth in the tonnage operated under 'flags of convenience' such as those of Panama, Liberia, Honduras and Costa Rica (Panlibhonco). In this period, for example, Panama has more than quintupled its fleet, whilst Liberia, which as late as 1949 had no merchant fleet worth mentioning, now ranks in the fourth place with a gross tonnage of six million. Something like ten million GRT is now being operated under the 'runaway' flags. This is a merchant fleet somewhat larger than that of Norway. The tanker fleet now being operated under 'flags of convenience' is in the region of five million GRT, which again is a greater tonnage than that under the Norwegian flag.

Commenting on the phenomenal growth of Panlibhonco tonnage, the President of the Norwegian Shipowners' Association pointed out that the threat to Norwegian shipping lay not so much in the transfer of older vessels to the 'flags of convenience' as in the construction of new vessels for companies operating under these flags, many of which companies had but recently started up. This is particularly true of tankers. Thus tanker deadweight tonnage at present under construction for Norwegian shipowners was in the region of 20,000 whereas the tonnage destined to operate under Panlibhonco flags was something over 35,000. Not one of the largest tankers at present operated is owned by a Norwegian company, whilst not one of the twenty largest tankers at present under construction will fly the Norwegian flag. In the period 1 July 1955 to 30 June 1956, orders were given for the construction of some 160 tankers of over 35,000 dwt throughout the world.

# International Transport Workers' Federation

President: H. JAHN

General Secretary: O. BECU

**7** industrial sections catering for

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

- Founded in London in 1896
- Reconstituted at Amsterdam in 1919
- Headquarters in London since the outbreak of the Second World War
- 163 affiliated organizations in 58 countries
- Total membership: 6,500,000

#### *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 economic, social and occupational interests of all transport workers;

to represent the transport workers 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 • Australia • Austria • Belgium  
Brazil • British Guiana • British Honduras  
Canada • Chile • Colombia • Cuba • Denmark  
Ecuador • Egypt • Estonia (Exile) • Finland  
France • Germany • Ghana  
Great Britain • Greece • Grenada  
Hong Kong • Iceland • India • Israel • Italy  
Jamaica • Japan • Kenya • Lebanon  
Luxembourg • Malaya • Mauritius • Mexico  
The Netherlands • New Zealand • Nigeria  
Norway • Nyasaland • Pakistan  
Panama • Paraguay  
Philippines • Poland (Exile) • Republic of Ireland  
Rhodesia • Saar • St. Lucia • South Africa  
Spain (Illegal Underground Movement)  
Sweden • Switzerland • Tanganyika  
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