



Volume XVII • No 10 • October 1957

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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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Forthcoming Meetings:

Frankfurt	14-15 October 1957 ITF Inland Transport Conference
Frankfurt	16-18 October 1957 International Railwaymen's Conference
London	4-6 November 1957 Executive Committee meeting

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Our cover-picture: The young lady shown on our cover is responsible for looking after passengers who travel on one of the world's most extensive bus networks - Europabus. Europabus came into being in 1951 as the result of cooperation between thirteen national railway undertakings which operate long-distance international bus services. The Europabus network now extends from Sicily in the South right up to the North Cape, with cooperating countries operating over more than 100 separate routes.



The following article, contributed by the ITF-affiliated South African Council of Transport Workers, has been sent at the request of the Council's National Executive Committee as a reply to Brother Becu's article 'Africa - still the dark continent', which was published in the April issue of the ITF Journal. In its accompanying letter, the Council asks that its reply be printed in the Journal in order to 'correct the erroneous impression created by your article in the minds of those readers who might not otherwise be able to check on the facts'. The Council's article is followed by a rejoinder from the General Secretary, and we are also reprinting the section on South Africa which appeared in Brother Becu's original article in order that readers can compare this for themselves with our affiliate's criticism of it. We would point out that the Council's article was apparently written before they had had an opportunity of reading the statement of ITF policy towards Apartheid in our July issue.

Trade unionism in Africa

ANY SUPERFICIAL EXAMINATION OF THE VEXED PROBLEMS which confront visitors to Africa must necessarily prove futile if only because the problems are in themselves as vast as the great continent itself. Hasty generalisations are not easily avoided even by visitors who are conscious of the difficulties inherent in committing first-sight impressions to print.

The resumé of his recent visit to Africa, vide the April 1957 issue of the ITF Journal, reveals that Mr. Omer Becu, General Secretary of the International Transport Workers' Federation is a trained and shrewd observer with considerable experience. His overcrowded African itinerary, however, regrettably afforded him very little opportunity of seeing things for himself. This, at any rate, was true of his unduly short stay in the Union of South Africa.

While it is appreciated that his African tour was necessarily brief, it is extremely doubtful if Mr. Becu was able to derive anything of any real value from the few crowded hours he spent in Johannesburg and which had to suffice for a visit to the leading and most prosperous State on the African continent. It is ludicrous, to say the least, to rate this bare touching-down on the Witwatersrand as a personal visit to the Union of South Africa. Arriving in Johannesburg in the afternoon about four o'clock, he was on his way to Rhodesia at midday the next day.

In the circumstances, it is a pity that Mr. Becu should attempt in the article under notice, to sum up his impressions, however briefly, which not unexpectedly entirely fail to give an adequate glimpse of the South African scene. Greater will the pity be if, as a result of this somewhat ill-judged effort to depict the Union as the home of ramp-

ant racialism and little else, relations between the ITF and its affiliate in the southern extremity of Africa become strained and deteriorate accordingly.

The importance of the Union of South Africa in the overall economic set-up on the African continent deserves better than the scant attention accorded it by those responsible for the organisation of Mr. Becu's tour. It would seem that even in the mapping-out of his visit, preconceived prejudice against the Union Government dictated his spending an absolute minimum of time in this country. Unfortunately, it is difficult to escape the conclusion that the purely token visit made by Mr. Becu was undertaken purely to 'complete' his African tour which would naturally have appeared suspect unless he actually came south to the Union. Having done so, he was away again without even spending a single day in the country.

The difficulties associated with the compilation of even an abridged report of such a curtailed visit to the vast African continent are, of course, keenly appreciated and Mr. Becu himself has expressed himself as being deeply conscious of them. The complexities of the racial situation are apparent to all at a glance but any serious attempt at assessing the relative values of the various experiments in co-existence must necessarily be prefaced by a full measure of practical, first-hand experience,

gained on the spot. Otherwise, the finished picture is always in danger of being distorted.

Readers of Mr. Becu's article making comparisons between the Union of South Africa and other African territories would reasonably conclude, it is submitted, that conditions and wage rates in respect of African workers in the former where racialism is rampant are immeasurably inferior to those obtaining in the other African states. Mr. Becu does not say this in as many words simply because it is not true. But the innuendo is unmistakable. By implication he most definitely leaves this erroneous impression with readers who are not aware of the true state of affairs.

Contrary to what readers might conceivably deduce from the article in question, we have on the strength of Mr. Becu's own evidence of conditions in the other African territories, a complete contradiction of such a notion. African workers in the Union of South Africa are infinitely better-off than the African transport workers cited by Mr. Becu who slave for a mere pittance under revolting conditions in the African territories north of the Union.

The South African Council of Transport Workers feels that Mr. Becu has not done justice to the Union of South Africa in this article and that the impression gained from a perusal of same is misleading, to say the least. In spite of the fact that the formation of African trade unions has not as yet been authorised, it is clear that native African workers in South Africa as a class are far in advance of their colleagues in other parts of Africa in respect of wages and

conditions. Native African transport workers in South Africa are particularly fortunate in this regard. Their wages and conditions are so good that they don't bear even a remote comparison with the figures quoted by Mr. Becu in respect of some of the other African territories.

It is felt that this should have been made abundantly clear in any article dealing with wage rates and labour conditions on the African continent. This glaring omission in the article in question almost suggests a studied attempt to deny South Africa ordinary justice in this matter and while the South African Council of Transport Workers remains critical of the South African Government on many issues, it cannot but deplore any and every attempt, either consciously or unconsciously, to misrepresent the position as it exists, more particularly at a time when anti-Government propaganda has obviously become an increasingly popular pastime.

The new African state of Ghana, so widely publicised of late, provides material for comparison and Mr. Becu's article will provide the requisite data:

'The trade union movement of Ghana is still a young one, but it is extremely active and respected in both the political and economic life of the country. The Government of Dr. Kwame Nkrumah, himself a former seaman and an ex-member of the I.T.F.-affiliated National Maritime Union of the United States, is very much in favour of a strong trade union movement and the unions are extensively consulted on all matters concerning the welfare of their members. I had many opportunities of seeing for myself the excellent relations which exist between the trade unions and Government Departments in my visits to officials and Ministers of the new State, and it was obvious that there was a genuine awareness of the important rôle which the trade union movement has to play in the future life of the country.'

Almost an ideal state of affairs from a trade union viewpoint; most certainly a vast improvement on Mr. Becu's brief description of the Union of South Africa - 'racialism rampant' - with its problems for trade unions as the result of Government racial policy. But what does a little further examination reveal? Mr. Becu himself supplies the answer. Again with acknowledgements to the article in question, 'Africa - still the dark continent'.

'Another characteristic feature of the

What we wrote:

The Union of South Africa - racialism rampant

My stay in Johannesburg, where I stopped off on my way to Southern Rhodesia, was an extremely brief one and I consequently did not have a chance of seeing for myself what effects the bus boycott was having. However, I did have an opportunity of talking with officials of both our own affiliate, the South African Council of Transport Workers, and of the South African Trades Union Council, and of discussing with them the problems facing the trade union movement there as the result of Government racial policy.

South African apartheid legislation prohibits the formation of trade union organizations by Africans, who within the Union are referred to as Natives to distinguish them from the Coloureds, i.e. persons of mixed race. Trade unions do still exist which group both European and Coloured workers but these too are being restricted by the Nationalist Government. To all intents and purposes, therefore, the only trade union organizations permitted to function freely are those catering for European workers. I should perhaps mention here that South Africa

differs from many other African territories in that it has a genuine European working class. This is particularly true of the transport industry and one finds in Johannesburg, for instance, that taxi drivers and the operating staff on buses and trams are mainly European.

Even in the transport industry, however, the policy of apartheid is beginning to have its repercussions. Our own affiliate in Johannesburg is facing a problem of this nature at the present time. Buses and trams in the city are, of course, segregated, but until recently both European and Native vehicles were manned by European staff (of which there are some 1,200). Now, on the other hand, the Johannesburg Municipal Council, acting in conformity with Government racial policies, has begun to replace European staff on the Native trams and buses by Africans, paying the latter a fraction of the rates won by our union. To its great credit, the South African Council of Transport Workers is fighting hard against this development and is insisting that where Africans are employed they should be paid exactly the same rates as their European counterparts. I was told that this same problem exists in other South African cities and towns, and that it is even more complicated in areas like Cape Town, where there is a very large Coloured population.

Ghana transport industry is to be found in the Port of Accra. To refer to the Port of Accra is in itself slightly misleading, since there is in fact no quayside at all, but simply an anchorage. Owing to the heavy surf all vessels visiting Accra have to lie off the coast and their cargo is loaded or unloaded over the side into large canoe-type rowing boats manned by the local dockers, who in Accra are known as boat-boys. As can be imagined, the work of cargo-handling is made both difficult and dangerous by this situation. Even the task of rowing the boats to and from the ships is an extremely strenuous one, particularly in bad weather, and accidents to the boat-boys are by no means uncommon. That is not the end of it by any means, since all the cargo has also to be carried on the backs of the boat-boys between the boats and the

storage sheds. Invariably the loads are so heavy (sacks of cocoa-beans or bags of cement, for instance) that it is literally impossible for the boat-boys to walk with them. Bowed down by the weight, they are forced to run to and from the boats - in an oppressively hot climate with an unusually high degree of humidity. *These men on whom the whole prosperity of Accra as a trading centre depends, work from 6 a.m. until 6 p.m. with a basic wage of 5s. per day.* Many of them are also fishermen and go back to that trade during slack periods in the port. Most of them are organized and it is hoped that their union will take quick action to see that both their conditions and their wages are substantially improved.' The italics are our own.

In spite of Mr. Becu's laudatory introductory remarks, quoted earlier, his own evidence (as above) condemns Gha-

na as a slave state purely and simply. African native workers in South Africa enjoy a veritable paradise as compared with these abject slaves but there is nothing to suggest this in the article under notice.

Mr. Becu's visit to Nigeria which he describes as 'a country in full development', followed. Here, he relates with obvious relish, 'as in the Gold Coast there is no colour bar'. Africanization policy is gradually being introduced, he observes, but wages paid to Nigerian seamen are high by African standards. On foreign-going vessels an A.B. earns £19 15. 0.d. monthly but wage rates in the coasting trade are much lower. Shades of the African native workers in South Africa where office messengers working seven hours a day earn over twenty pounds monthly and in many cases, infinitely more!

The ITF mission's sojourn in Rhodesia was also enlightening. Mr. Becu found railway workers (Africans) in Southern Rhodesia had gone on strike in 1956 unless their claim for a £3 increase on *their monthly wage of £2 10. 0d. plus a ration allowance of 45s. and a family allowance of 22s. 6d. a month was met.*

In Northern Rhodesia, where Mr. Becu found the situation in regard to the colour bar worse than in Southern Rhodesia, the ITF mission had a look at the housing for the African railway workers. This is his description:

'If the Location is inspected at all by the health authorities or the railway administration this must be done in a very perfunctory way, for the conditions under which the railwaymen and their families live are depressing in the extreme. Although more modern housing is being provided in the newer sections, a number of families visited were living in buildings which were little better than mud huts consisting of one very dark room, with the bare earth as a floor. Even the improved type of house would be rejected by all but the poorest of workers in our part of the world, and the great majority of them lack both electric light and proper sanitary facilities. Piped water was available at a central point near most groups of houses, but so far as could be ascertained was not laid on in the houses themselves. There are, of course, no proper roads in the Location, and a rain-shower soon converted the paths into muddy tracks. We were also shown what was described to us as a cess-pit in the centre

of the Location. Many of the children appeared undernourished and were suffering from skin diseases and eye troubles. The only reasonable accommodation seen was that provided for the teachers at the local school.'

What a contrast to the housing provided for African workers by the Union Government and what a pity Mr. Becu was in such a hurry he couldn't spare time to inspect same while in South Africa!

Tanganyika (port workers 7s. 6d. a shift), Kenya (8s. – highest rate of pay in any of the East African ports), Uganda (African railway workers £3 10. 0d. monthly plus housing) – the sorry catalogue of poor wage rates and equally-poor conditions in the much-boosted

The General Secretary replies:

IN ANSWERING THE CRITICISM OF MY ARTICLE by our South African friends, I am faced with a very real difficulty – namely the fact that the greater part of their comment refers to views which were neither expressed, nor yet even implied, by myself. That this is the case can easily be verified by a study of the disputed text. I was very keenly aware that my stay in the Union was far too short to allow me to gain any real idea of wages and working conditions in the country's transport industry. It would therefore have been presumptuous to attempt any comparison with the situation existing in the transport industries of other African countries.

It was for that very reason that I confined my remarks to the principal subject which had been discussed with South African trade unionists during my few hours in Johannesburg, i.e. the restrictions on trade union freedom which have been introduced by the present Union Government. These restrictions are, unfortunately, matters of fact. Ignoring them does not make them any less real. The new Industrial Conciliation Act *does* interfere with the activities of trade unions catering for both European and Coloured workers; there *is* no recognition of trade unions of African workers either in that Act or in the Native Labour (Settlement of Disputes) Acts. Both these Acts, among others, *have* been strongly criticized by the South African trade union movement itself. Should I not have been failing in my duty as General Secretary of the ITF if I had made no reference to their effects? Particularly since it is one of the declared objects of our Federation to seek *universal* recognition and enforcement of the right of trade union organization.

My one reference to actual conditions in

African territories continues throughout Mr. Becu's article. African workers in the much-maligned Southern extremity of the ancient continent are substantially better-off in every way and are, in fact, a lot better-off than thousands of European workers in various countries.

Perhaps Mr. Becu will make his intentions clearer next time. Meanwhile, as he himself will appreciate after a little reflection and in the light of this comment, the cause of the African workers in South Africa will not be furthered by the release of articles like the one under review. With all its shortcomings, South Africa remains the workers' bright spot in Africa – and that includes its African workers as well!

the South African transport industry concerned the attempt which is being made, both in Johannesburg and other centres, to employ Natives on certain public transport vehicles at much lower rates than those enjoyed by the European operating staff whom they are meant to displace. This again was a plain statement of fact. Our affiliate referred to the same subject in its own journal 'Transport' of January-February 1957 in the following terms: 'The replacement of European transport workers by Natives on unequal terms represents the exploitation of cheap labour in its very worst form and in a free country, determined to remain free, there is no place for sweated labour of any kind.' Those are sentiments which all transport workers in the ITF would heartily applaud; and in fact I drew particular attention in my own article to the courageous fight which our South African affiliate is carrying on against the introduction of sweated labour in implementation of misguided racial policies. Our Federation will do all it can to assist that fight. Our quarrel is with a Government which has adopted and legalized practices which are completely abhorrent to all civilized people, and particularly to those in our own trade union movement – which is firmly and unalterably opposed to all forms of discrimination, whether industrial or social, based on race, creed or colour. We reject the labour policies of the Nationalist Government for the same reason that we reject those of Communist or other totalitarian régimes – because they are the negation of freedom and belong to a past which is dead.

I have already pointed out that I did not attempt to make – or even to imply – any adverse comparison between the wages and

working conditions of Africans in the Union and those in other parts of the continent. On the contrary, I was at some pains to point out that there is a very great deal wrong in this respect in most of the countries which I visited. Nor did I omit to mention that racial discrimination unhappily exists in many places outside the borders of South Africa (although in fairness I should add that only in the Union is the Government's whole official policy based on racial considerations). Surely if I had been trying to imply what the writer of our affiliate's article suggests I would not have mentioned these things at all.

While on the subject of comparisons, however, I would like to quarrel with some of those made by our affiliate. Is it not, for instance, a little exaggerated to describe Ghana as 'slave state purely and simply' on the basis of a single wage rate for a single group of workers? One would surely have to know more about wage rates generally, about their relation to the cost of living, about the possibility of improving them, and about individual and trade union freedoms before making such a statement. A good example of the dangers of making such facile comparisons is in fact given elsewhere in our affiliate's article when the monthly rate of a Nigerian A.B. is contrasted with the salary earned by Native office messengers in the Union. Whilst I accept the figure of over £20 earned by the Native office messenger, I would point out that it does not appear quite so impressive when one learns that a report recently made under the auspices of the Johannesburg City Council stated that the 'absolute barest minimum' for Native subsistence is an income of £21 per month. The same city's Native Affairs Department has found that the average total Native family income in Johannesburg (the breadwinner, the laundrywoman or domestic servant wife, and the child who caddies on the golf course) is between £10 16s. 8d. and £15 3s. 3d. per month. In other words, an income of £20 per month cannot apparently even be considered as typical.

I make no apology for referring to the fact that there is no colour bar in Nigeria or Ghana or, for that matter, in Uganda. In the context of a multi-racial society that is a relevant factor in any assessment of an African trade union movement's position. However, I find the statement that I did so 'with obvious relish' a very curious one. Should I, as General Secretary of an organization which groups workers of all races, then deplore the fact that there is no colour bar in a particular country?

Finally, I should like to deal with the suggestion that the briefness of my stay in South Africa was dictated by prejudice against the Union Government. As I explained to our African friends wherever I stayed, because of other commitments my whole journey through Africa had either

to be fitted into a period of a little over three weeks or, alternatively, be postponed for several months. In view of that fact, the length of my stay in any particular centre was strictly conditioned by the availability of air line connections. In fact, my friends in Johannesburg are well aware of the fact that owing to a flight delay in Nigeria I did not arrive in South Africa until twenty-four hours after my scheduled arrival time and that in order to spend even such a short time there I had to curtail my subsequent visit to Rhodesia. In any event, I do not see why my opinion of the present Union Government should have the slightest bearing on the subject. My intention in

Decisions of International Whaling Commission



ONE RESULT OF THE RECENT CONFERENCE of the International Whaling Commission was a decision to maintain next year's catch quota unchanged at 14,500 blue whale units. It was obvious from the report presented by the Commission's scientific sub-committee that this quota is too high to ensure that the present stock of whales is kept. It is thus a reasonable assumption that considerations of profit have caused members to agree to an unreduced quota. The decision, incidentally, is subject to agreement by all governments concerned. If any objection is lodged, then the quota will automatically be increased to 15,000 units. In this connection, it is understood that two countries are not in favour of the lower figure.

The Russian delegates at the Conference informed the Commission that they have now signed the draft agreement providing for neutral observers on board whaling ships, which was agreed to in Oslo last March at a conference in which the Russians declined to participate. They have now urged members who have not yet signed the protocol to do so.

British Railways lost money in 1956



THE STATE-OWNED BRITISH RAILWAYS had a working deficit of £16.5 millions in 1956, to which can be added capital charges of £41 millions making a total deficit of £57.5 millions. Under recent legislation the British Transport Commission (the statutory body controlling state-owned transport, including the railways) is empowered to borrow from the Government to meet its deficits. This legislation was based on the grounds that the Railways would be

undertaking the trip was to discuss certain matters of common concern with our African affiliates, not to pay courtesy calls on Governments.

Summing up, I would like to express my belief that we in the international trade union movement should not spend our time in arguing on purely national lines about whether conditions are better in one country than another or in defending the labour policies of this or that Government. Our aim as transport workers within the ITF should surely be to work together to secure the best possible conditions and the most enlightened industrial legislation for workers of all races throughout the whole world.

bound to lose money and incur deficits for some years but by 1961 should pay their way. From then on they should make an annual surplus which can be used in part to pay back the Government.

Apart from British Railways, the two other large arms of the Commission – the London Transport Executive and British Road Services – both made working surpluses: £4.5 millions and £1.8 millions respectively.

ICFTU complaint against the Turkish Government



THE ICFTU HAS SUBMITTED to the Director-General of the International Labour Office a formal complaint against infringements of trade union freedom by the Government of Turkey.

The complaint, lodged following a decision of the ICFTU's 19th Executive Board meeting in Tunis, points out that the Turkish Government has refused to authorise affiliation of the Confederation of Turkish Trade Unions, Türk-Is, to the ICFTU. This refusal was despite the fact that Türk-Is decided to affiliate as long ago as September 1952 at its constituent Congress, and that all subsequent Congresses confirmed the decision.


The ICFTU complaint refers to the fact that 'the right of association in Turkey is governed by an intricate network of legal texts'. This 'makes it easy for a government to find legal resources for restricting trade union activities'.

Among the definite examples of serious infringements of trade union freedom quoted explicitly by the ICFTU are the prohibition of strikes, restriction of the right of the workers to decide for themselves the programme of action of their organisations, restrictions on the


right of trade unions to draft their own rules and the fact that they are subject to supervision by the Ministry of Labour. These and some other legal provisions are contrary to the provisions of the ILO Convention on Freedom of Association and the Protection of the Right to Organise.

The ICFTU requests the ILO to declare that the Turkish Government has committed infringements of trade union freedom, and to urge the Turkish government to permit the affiliation of Türk-Is with the ICFTU; to amend its legislation to abolish restrictions on trade union freedom and, generally, to allow the full exercise of trade union rights in Turkey.

Censorship tightened in Spain

 ALL BOOKS AND PRINTED MATTER FROM ABROAD are to be censored on their arrival in Spain. The Franco decree in which this was recently announced stated that a permanent inspection and control service was to be set up under the Ministry of Information. (The Ministry's title is evidently misleading: Ministry for the Suppression of Information might be a better description.) The censorship will be operated from customs and post offices and will check parcels addressed to both booksellers and individuals.

IJmuiden fish lumpers take to sun glasses

 FISH LUMPERS IN THE DUTCH FISHING PORT OF IJMUIDEN are taking to wearing sun glasses these days. They are not seeking protection from the glare of the sun, however, but relief from smarting eyes and temporary blindness. Cause of the trouble would appear to be the lowly smelt used in the fishmeal industry. The port employs some thirty cutters to catch the smelt on fishing grounds just offshore and the IJmuiden fish lumpers can earn quite a pretty penny discharging these vessels. Fish intended for fishmeal does not receive the same treatment as fresh fish, however, and when a number of the lumpers began to complain of sore eyes and even temporary blindness, suspicion was aroused that the cause might lie with the nature and treatment of the cutters' cargo. Some of the men refused to work in the holds.

A medical authority at the IJmuiden Fishery Research Station has expressed the opinion that the trouble is due to the

NEW ARRIVAL AT THE ITF SECRETARIAT last month was Ray C. (Bob) Coutts, who began his duties as the ITF's Director of Regional Affairs on 3 September. Brother Coutts, who will be known to many from his attendance at the Vienna Congress last year, is to be responsible for planning and coordinating the fast-developing regional activities of our Federation. The importance of his new job was underlined earlier this year when the ITF Executive Committee decided to appoint new members of the Committee for the Asian, Latin American, and African regions to bring its composition more into line with the world-wide character of the post-war ITF.

It will be recalled that the early appointment of a special officer for regional affairs was one of the recommendations made by a Subcommittee on Regional Organization which was set up by the Executive Committee when it met in London in January. The recommendation was formally approved by the EC when it held its next meeting in June. Also approved was a decision to establish a permanent subcommittee on regional affairs. This replaced an earlier proposal that the sub-committee should be an ad hoc body responsible only for drawing up a budget and a report on regional affairs.

Bob Coutts, born in Iowa, USA fifty-eight years ago, began his working life as a railroad telegrapher in 1917, becoming a member of the Order of Railroad Telegraphers. Three years later, he left the railroad industry temporarily to attend the University of Michigan, from which he graduated with a Bachelor of Arts degree in 1924, having specialized in railway administration. He

fish having entered a stage of decomposition in which it throws off ammonia fumes and that the eyes of the men working in the holds are affected thereby. Men working in a nearby fishmeal factory have also experienced the same trouble and have taken to wearing sun-glasses as a means of protecting their eyes. One of these men gave it as his opinion that too few preservatives were



then went on to take a graduate study course in railway economics at the University of Iowa.

After completing his studies he returned to railroad work and shortly afterwards was promoted to train dispatcher. He has been a member of the American Train Dispatchers' Association (a member-union of the ITF-affiliated Railway Labor Executives' Association) since 1926, and a Vice-President of that organization since 1947. Brother Coutts also served as general chairman for his craft on the Rock Island Railroad from 1945 until 1955. In the latter year he was designated by his union to act as Labor Member of the National Railroad Adjustment Board, which is the official agency for deciding all claims and grievances throughout the US railroad industry upon which no agreement can be reached by unions and employers. At present, he is on leave from the ATDA.

We take this opportunity of extending a very hearty welcome to Brother Coutts and of wishing him every success in his new work.

being used on this type of catch and that hatches were not being opened soon enough, the prevailing idea being that there was no need to take too much trouble with the catch as it was only intended for fishmeal.

Fortunately, this eye affection is not of a malignant character, and is dispersed in a few days after an injection and the wearing of sun glasses for a short time.

US Marine Cooks and Stewards School under way



Morris Weisberger, Secretary-Treasurer of the Sailors' Union of the Pacific (a West Coast member of the SIU), speaking at the dedication ceremony of the new centre

THE FIRST SCHOOL IN THE UNITED STATES for the training of marine cooks and stewards has now been under way for several months. Not only is it the first of its kind in the country but it is probably the first anywhere to be the result of union initiative and to be administered jointly by a union and shipowners.



The kitchens at the centre are as modern as it is possible to make them. All-electric they cost \$50,000. Watched by the instructor, a former executive chef on transatlantic liners, a student draws his crown roasts of lamb from the oven



There is a shortage of first-class waiters on the new Pacific luxury liners and the school aims to provide entrants trained in the art of waiting to make good the shortage and maintain the liners' high and long-standing reputation for service

The school is incorporated in a recreation and residential centre set in 400 acres of lovely Californian woodlands; its new buildings have been built in the rustic ranch style of the summer home, guest houses, servants' quarters and stables of the former owner of the land which form its nucleus. Here, some sixty students can be quartered in comfort and accommodation found for some 200 seafarers – either during their vacation or, for those who have retired, as their home.

The union responsible for this enterprise is the US Marine Cooks' and Stewards' Union, a young but flourishing organization with a membership of 7,000 cooks and stewards employed in West Coast passenger liners and freighters. Chartered in 1951 by the Seafarers International Union of North America (an ITF affiliate), the MCS now has exclusive jurisdiction for catering ratings on the West Coast and a measure of its rapid and healthy growth can be gauged from the fact that apart from its training

school venture it has already had built a \$75,000 headquarters in San Francisco.

The school has been financed from welfare funds to which both the union and the Pacific Maritime Association (the West Coast shipowners' organization) have contributed. The shipowners have also decided after an inspection of the school's facilities and programme to pay half the operating costs; it is hoped that after additional guest facilities have been provided the recreation and training centre as a whole will be self-supporting.

The school's aim is to provide training for young men seeking careers in the stewards' departments of West Coast vessels, training which will ensure a flow of cooks, bakers, butchers and waiters fitted to maintain the high standards of cuisine and service for which the Pacific Coast luxury liners are world famous.

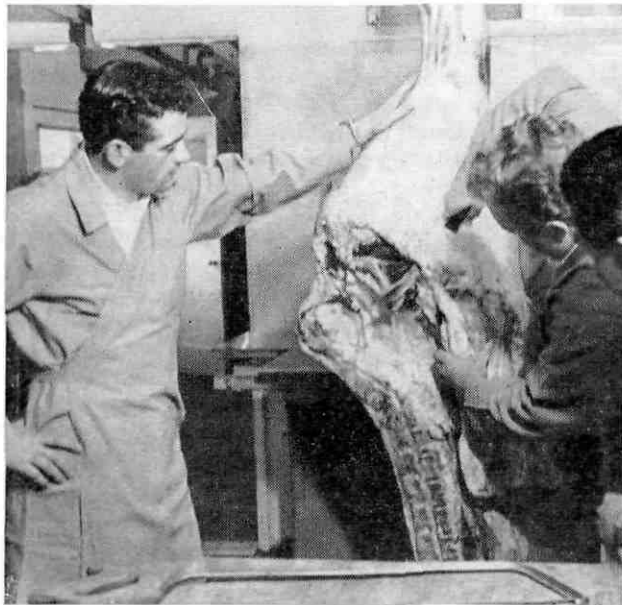
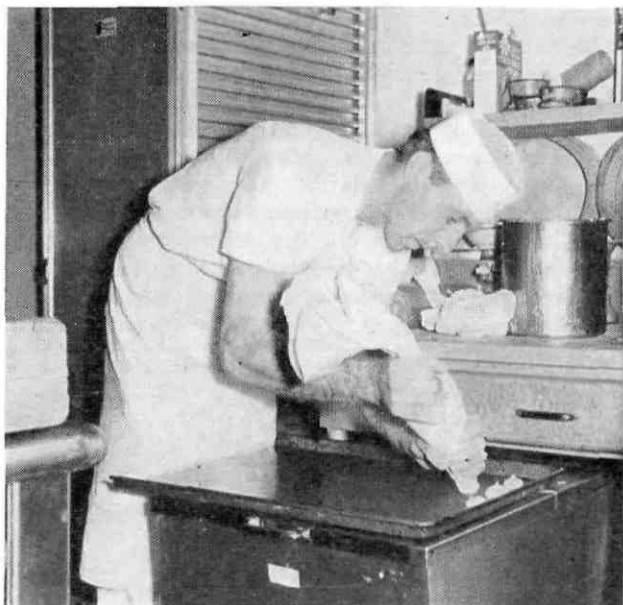
Those applicants accepted by the joint union-management board which will examine them will be enrolled for a three-month period. There are no tuition fees and accommodation and board are free. The tuition will be of a high standard, the staff consisting of men with practical experience both of their trade and the art of teaching it to others.

The administrator of the school is a former passenger liner chief steward and a wartime instructor for the US Maritime Officers' Training School. There are in addition a former executive chef from the United States Lines, a qualified meat cutting instructor and a baker instructor to make full use of the ultra modern all-electric kitchens which have been installed in the centre at a cost of \$50,000.

The recreation and training centre has been established as a non-profit-making


concern with Ed Turner, head of the MCS and a Vice President of the SIU as its president, a representative of the Pacific Maritime Association as secretary, a welfare fund administrator as treasurer and three trustees – one from the MCS, one from the PMA and one from the California State Federation of Labour.

It is an imaginative and wholly praiseworthy venture. The practical value of the training school is self-evident and naturally claims much of the attention which the Centre has attracted. However, the other functions of the centre – those of recreation and residence – should not be overlooked for with its trout-stocked lake, swimming and boating facilities, its riding paths and its hunting reserves, the Centre would be a real acquisition on those counts alone. The MCS is an enterprising union.



Baking is just one of the several courses in which the students at the training centre will receive expert tuition. Butchery also is taught by an instructor who once himself served on a prominent American passenger line, as did the school's administrator

TB sanatoria for Pakistan railwaymen

 SOME 500 PATIENTS, railwaymen and their dependents, have been admitted to the North Western Railways sanatorium in Quetta (Pakistan) since it started to function in 1953. Of these, the great majority have been discharged as cured. The average stay has been six months.

The sanatorium is located at an altitude of 5,000 ft. in a dry climate considered very favourable for the treatment

of tuberculosis. The buildings, which include a solarium and the most modern medical and recreational equipment, together with the grounds cover some eighty acres. The establishment is completely self-contained with its own water supply and sewerage system. All staff live on the premises. There are at present 125 beds, of which ninety-seven are in wards for railway staff, sixteen in wards for their families, and twelve in cottages.

Owing to the flatness of East Pakistan, the Eastern Bengal Railways sanatorium

could not be sited higher than 500 ft. above sea level, at Kumira, near Chittagong, overlooking the Bay of Bengal. This establishment started to function in June 1955. It has eight general ten-bed wards and seven three-bed, making a total of 101 beds. Patients admitted so far number about 130-of, whom sixty have been discharged as cured.

The running of these two sanatoria involves difficult staffing problems including the recruitment of medical staff with special aptitude for TB work and sending them to Europe for training.

The tyranny of the New Class



THE MOST REMARKABLE BOOK ON POLITICAL THEORY TO APPEAR IN MODERN TIMES was published in the United States in August.* It is an analysis of Communism by a former Communist, Milovan Djilas, who had been a close friend and colleague of Tito for many years until his expulsion from the Yugoslavian Communist Party in 1954. In his time, Djilas had been Deputy Chairman of Yugoslavia's supreme governing body and the country's leading Communist theoretician, the darling of the Communist intellectuals.

What makes the book remarkable is not that it is a public renunciation of Communism by a former Communist: with no disrespect to the virtue and sincerity of any of them, books of that sort are two a penny. Its claim to fame is that it is the first of its kind to have been written whilst its author still lived under Communism and it is the first to be published on the author's instructions while he himself was in a Communist prison.

By that act alone, Djilas has shown incredible courage. He must have known that the book's theme and the identity of its author would be sufficient to attract great publicity in the free world and a correspondingly apoplectic reaction elsewhere. At the moment he is serving a sentence of three years' hard labour; by releasing his book he has possibly risked his life.

The New Class

Djilas has been disillusioned with Communism for several years now. His expulsion from the Communist Party was the result of his advocating that opposition parties should be allowed to exist and flourish. Even some months after his expulsion he continued openly in this vein and went a stage further by suggesting the founding of a Social Democratic party to oppose the Communist Party (he now calls himself a supporter of Social Democracy).

His book is an expanded version of an article published in 1954 in which he put forward the thesis that Communism had led to the establishment of a new ruling class which had imposed a despotism more all-embracing and more durable than any known hitherto.

This class is the creation of a system which decrees that there is to be but one party and that the whole of a country's resources, their distribution and

their administration, are to be vested in the state. The state, in short, owns the resources and the state is the party. The party itself has created the New Class, the ownership class of Party bureaucrats. Of course, to justify itself the New Class preserves the fiction that all wealth is the property of the nation. But the nation is the state, which is the party. And so on.

The New Class, the class of ownership, is a class of privilege and corruption:

'Careerism, extravagance, and love of power are inevitable, and so is corruption. It is not a matter of the corruption of public servants, for this may occur less frequently than in the state which preceded it. It is a special type of corruption caused by the fact that the government is in the hands of a single political group and is the source of all privileges. "Care of its men" and their placement in lu-

crative positions, or the distribution of all kinds of privileges becomes unavoidable. The fact that the government and the party are identical with the state, and practically with the holding of all property, causes the Communist state to be one which corrupts itself in that it inevitably creates privileges and parasitic functions.'

The essence of Communism: power

The ideals of the early Communists, unexceptionable in themselves and not very original as ideals, were lost, says Djilas, in the struggle for power. The need, as a minority group, to unify, organize tightly and exclusively, and conform, gave rise to a rigidity, an uncompromising single-mindedness, an unquestioning obedience to the official dogma, which led even the well-intentioned Communist to accept bad means for what he still thought was a good end. But good ends can never be reached by bad means. The means of power became the end.

'Today power is both the means and the goal of Communists in order that they may maintain their privileges and ownership. But since these are special forms of power and ownership, it is only



Milovan Djilas addressing the Yugoslav National Assembly on his becoming its chairman. He was for a time a Deputy Chairman of the Federal Executive Council, the country's real governing body. It was not long before he was expelled from the Communist Party for questioning its one-party rule (Photo: Keystone Press)

* *The New Class - An Analysis of the Communist System* by Milovan Djilas; publishers: Frederick A. Praeger (New York); price \$3.95.

through power itself that ownership can be exercised. Power is an end in itself and the essence of contemporary Communism.'


From this thesis of the New Class, its power and the tyranny which it imposes, Djilas surveys the Communist state. What he sees will not strike many democrats as being surprising, except that a man so intelligent should have taken so long to see it.

There is no such thing as legal protection, whatever the law says, for anyone designated as anti-Communist – and therefore anti-state. The 'full employment' of the state-directed economy is another name for universal poverty (except for the New Class). A secret police is indispensable for the security of the New Class. The 'trade unions' are tools of the government. The much-vaunted 'democratic' control of industry by bodies such as the Yugoslavian 'workers' councils' are a sham, their benefits to the workers illusory.

Tyranny over the mind

Djilas's book is not easy to read. He has been a Marxist theoretician too long for him to express himself, even in an anti-Communist book, other than in the peculiar style so beloved of Communists, with an 'ism' to every line. It has been said that his book will be all the more effective with Communists because it speaks their language. That may be so but it would be pleasant to read of real live people a little more

UN Assembly is asked to discuss apartheid question

 EIGHT NATIONS – Costa Rica, Egypt, India, Indonesia, Liberia, Sudan and Uruguay – have requested that 'the question of the race conflict in South Africa resulting from the policies of apartheid of the Government of the Union of South Africa' should be added to the agenda of the forthcoming twelfth session of the General Assembly.

Addressed to the Secretary-General, the letter has been signed by the eight Permanent Representatives on instructions from their Governments. It is accompanied by an Explanatory Memorandum which points out that this question was discussed for the fifth successive year at the Assembly's eleventh session. It also quotes resolution 1016 (XI) which requested the Secretary-

often, instead of abstract collectives like 'masses'. After all, many a conscience-stricken Communist must have found comfort in convincing himself that the little man sent to Siberia was not Ivan Ivanovitch, but 'a member of the petit bourgeois'.

But Djilas's language, however stylized and impersonal, cannot blanket his feelings. He loves freedom with almost fanatical intensity. He sought liberty in Communism and now he knows the bitterness of the ex-Communist idealist, the man who has found that the movement to which he gave himself stands not for liberty but its negation.


He may well be a martyr. He has the courage of a martyr to speak out against 'the tyranny of the mind . . . the most complete and brutal type of tyranny' which he resisted and which deprived him of his own freedom.

Now he stands in danger of losing his life. But he has the faith of a martyr too:

'Man's imperishable aspirations for freedom of thought always emerge in concrete form. If they have not yet become apparent in Communist systems, this does not mean that they do not exist. Today they lie in dark and apathetic resistance, and in the unshapen hopes of the people. It is as if totality of oppression were erasing differences in national strata, uniting all people in the demand for freedom of thought and for freedom in general.'

General, as appropriate, to communicate with the Union Government 'to carry forward the purposes of the present resolution', and notes that no information has been received by Member States on this subject.

Motor-scooter trips by train


 BRITISH RAILWAYS recently arranged a special train to take motor-scooter enthusiasts from London to Shrewsbury, near North Wales. From there, they left the train and spent the day touring in the Welsh countryside. Then back to the train and home to London. The train was equipped to carry 100 scooters and 200 passengers, the scooters being carried in specially adapted vans.

The railways authorities have realized that there is a demand for this sort of excursion train. Many scooter

owners – there are over 150,000 in Britain – welcome the opportunity to enjoy a ride in the country without the nuisance of spending frustrated hours in traffic jams on the congested roads in and out of the big cities. The use of the railways also enables them to reach parts of the country normally beyond their range for a day trip.


British Railways have made similar arrangements in the past for cyclists.

US rail workers show fastest productivity increase

 PRODUCTIVITY PER MAN-HOUR OF WORK has increased faster on the railroads since 1919 than in other major branches of the United States economy, according to a study recently issued by economists on the staff of the US Congressional Economic Committee.

The congressional report showed that output per man-hour on the railroads rose by 3.4 times between 1919 and 1956. Next best industry was manufacturing with 3.3 times, followed by farming (2.9), and mining (2.4 between 1919 and 1950).

Law on Austrian maritime flag

 ON 17 JULY 1957, the Austrian National Council approved legislation regarding the flying of the Austrian flag on merchant vessels. The Act – its full title is 'Federal Act concerning the Right to fly the Flag of the Austrian Republic at Sea' – specifies 31 July 1960 as the date on which its provisions will cease to apply. In the circumstances, therefore, it would appear unlikely to act as an incentive to Austrian financial circles to consider establishing a merchant navy.

Motive for the Act is the desire to reduce the payments in foreign currency necessitated by carriage of the country's growing overseas exports in vessels belonging to other countries. An Austrian merchant fleet would also be of great value in maintaining the country's neutrality and ensuring her supplies in the event of war.

One of the most significant clauses in the new Act lays down that a vessel may fly the Austrian flag only if the shipping company owning the vessel has its head office in Austria and more than 75% of the shareholders having personal liability are Austrian nationals.

Science goes to sea

by ERIK H. ARCTANDER

EVEN THE MIGHTIEST OCEAN LINERS, only decades ago, navigated the Atlantic with not much more equipment than Columbus used in 1492. A lookout scanned the horizon, the helmsmen steered by a sometimes uncertain magnetic compass, soundings were made with a lead-weighted line, and the navigator fixed the ship's position with sextant and chronometer.



The new electronic device 'loran' (the name is taken from 'long range navigation') times signals from two pairs of special transmitters. Unaffected by atmospheric tricks, it plots results with pin-point accuracy — a far cry from the methods of old

Today the bridge of a modern ship is likely to be crammed with electronic gear, some of it scarcely thought of before World War II. Radar sweeps the horizon, 'seeing' objects through pitch blackness or fog. The helmsman steers a true course electrically, while watching the dial of a gyro compass repeater. A depth sounder bounces high-frequency sound waves off the ocean bottom; it times their split-second trips and converts this into fathoms, electronically. And loran (LONg RANGE Navigation) fixes the ship's position in minutes by radio.

How do they work? Radar is by now a familiar device, developed during the World War II to spot night-flying aircraft. A whirling antenna shoots pencil-thin beams of radio waves completely around the horizon many times a minute. When any of the pulses strike a solid

object they rebound and are picked up back at the antenna. Electronic circuits time the rebounding pulses and record the position of the object on a circular screen — much like one in a TV set.

What a navigator sees on the radar screen is a miniature view of what he would see by eye, in perfect weather, from the bridge of his ship. In both cases it is as though he were standing at the exact centre of a saucer, whose rounded edges are the horizon. A bright spot marks the ship's position at the centre of the radar screen and reaching out from it is a thin, luminous line representing the radar beam. As the antenna rotates,

What radar sees is shown instantly on a screen rather like that of a television set. The screen's 'picture' is easily read by a trained operator. The hood is intended to exclude light during use in the day

this line sweeps around the screen in unison with it, like the second hand of a clock. The luminous line leaves a dot in its wake for each object sighted; the dots quickly fade and are restored in their new positions with every antenna revolution. Markers built into the radar set make it simple to measure the bearing and distance away of any object revealed on the screen.

The navigator must remember, of course, that his ship is moving — even though the spot representing it on the radar screen remains fixed in the centre. Actually, radar shows the combined result of an object's movement and the movement of the ship on which it is installed, not the movement of the object alone.

A new radar system called True Motion will show both the movement of objects, independently of one another. Recently developed by the Decca Radar Company, it allows the navigator to watch his own ship threading its way among others as though he were looking down from an airplane overhead. Potential dangers are thus quickly recognized well in advance, without involved calculations.

The gyro compass, a top-like mechanical device that uses the earth's rotation to find direction, has been greatly improved since Elmer Sperry introduced his just before World War I. Suspended inside a case the size and shape of an oil



drum, the compass transmits the ship's heading electronically to 'repeaters' built into navigating instruments on the bridge. A helmsman steers by the compass card of one repeater – or lets the automatic pilot hooked up to it take over. A course recorder uses another repeater to trace the ship's course on moving graph paper. Other repeaters are in the radar set and on the bridge wings for taken bearings of distant objects.

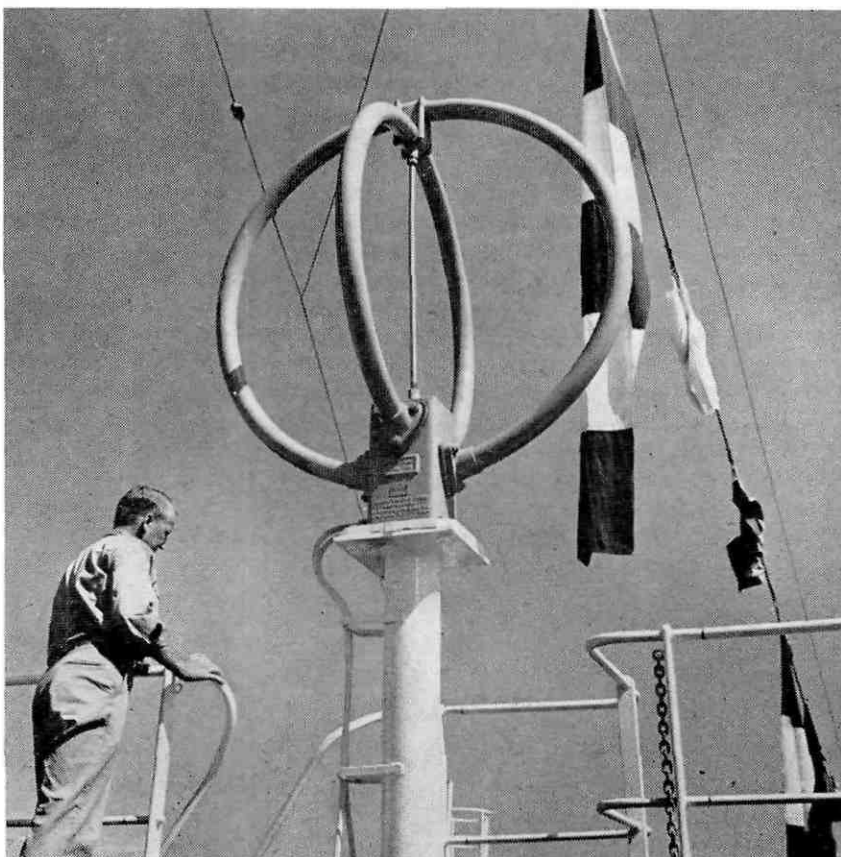
Now a familiar friend for many years, the depth sounder measures the depth of water under a ship continuously. With careful navigation there is seldom danger of running aground. But the depth sounder is a priceless ally when rough weather catches a ship close inshore. Where charts are detailed and accurate it can even help the navigator pick his way cautiously over the submarine landmarks disclosed by the electronic instrument. This kind of pathfinding is made easier by an attachment that records the soundings on moving graph paper.

Sextant and chronometer are still the navigator's key instruments, but loran fixes the ship's position faster and more accurately by radio. Unlike the older radio direction finder, which gave the bearing of a radio transmitter, loran measures the ship's distance from two pairs of transmitters. Easier to use than explain, loran requires special charts marked off with numbered lines. The numbers correspond to time differences between receipt of a signal from a companion transmitter. By comparing pulses from the two stations with a loran receiver, the navigator can read off the time difference in micro-seconds from a dial. And by finding the intersection of the two appropriate lines on the chart he pinpoints the ship's position. The amazing contribution of electronics is the loran receiver's ability to time radio waves travelling 186,000 miles per second. To do this it must split a second into a million parts!

Each of these remarkable electronic devices adds a longer reach to the modern navigator's senses. At a time when ships, especially tankers, are growing ever bigger and faster, they help him probe instantly from horizon to horizon, shore to shore, and surface to ocean bottom. They cannot, of course, make decisions, but when skilfully interpreted they impart a feeling of security Columbus never knew.



From the top of a mast – in the photo here the mast of a super-tanker – this radar antenna scans a wide area with unflinching vigilance. This antenna is set eighty feet high



Seen here is the loop antenna of a radio direction finder, an older device which takes its bearings from ordinary radio transmitters. Unlike the 'loran' system it can be affected by atmospheric disturbances which could well distort a radio signal's path

The pensions of Rotterdam and Amsterdam dock workers



by R. LAAN JNR., *President of the Dockers' Industrial Group of the Netherlands Transport Workers' Union*

THERE WERE NO PENSIONS SCHEMES IN FORCE FOR DUTCH DOCK WORKERS up to the year 1940. Demands for the introduction of a pension scheme had been made after the First World War. They came to nothing, however, owing to the fact that the financial position was not sufficiently sound. The establishment of an industrial pensions scheme was one of the most prominent of the priority demands put forward by Dutch dock workers' trade union bodies after the Second World War, however, and the then National Union of Transport Workers (CBT) worked very hard to secure the realization of a scheme.

The first step occurred in 1945 when an old age pension scheme was introduced covering 'permanent' dockers under the decasualization scheme. Contributions were on a joint basis, employees and employers each paying three and a half per cent of wages into the pensions fund, making a total of seven per cent. It was not until 1948, however, that the fund was placed on an improved basis with the introduction of widows' pensions, in addition to old age pensions, in both Rotterdam and Amsterdam. At the same time, contributions were increased to ten and a half per cent, of which the employers contributed seven per cent and the employees three and a half per cent. A wage increase of ten per cent made at this time fully compensated employees in respect of their contributions to the scheme.

A joint management committee was set up in both Rotterdam and Amsterdam to operate the pensions fund, whilst

a 'members' council' on which employers and employees were equally represented had the task of annually approving the manner in which the fund had been operated. The office of chairman and vice-chairman of the fund alternated annually between a representative of the employers and a representative of the employees.

From 1948 to 1957

The years 1948 to 1957 may be regarded as a 'running-in' period. The fund had to be put on a solid financial basis and arrangements made to 'bridge the gap' in connection with those dockers reaching the pensionable age of sixty-five during the first ten years following the introduction of the scheme and who had thus contributed nothing or comparatively little to the fund.

The Amsterdam fund set aside one per cent of the total contributions for this purpose, whilst in Rotterdam, dock-

ers reaching the age of sixty-five within ten years of the scheme's inception were guaranteed a pension equivalent to ten per cent of the overall average wage. In this fashion, something was done for the age group fifty-five to sixty-five if only on a modest scale. If subsequently no more was done than this, the reason must be sought in the national pensions scheme provision whereby half of the amount of any pension paid under an industrial scheme was deducted from the pension payable under the national old age pension scheme. This provision was abolished with effect from 1 January 1957, however, when a new national old age pensions scheme was introduced under which no deductions were made in respect of income received by way of an industrial pension scheme.

After 1 January 1957

With the abolition of the 'deduction clause', and in view of the accumulated reserves, those responsible for the operation of the Amsterdam and Rotterdam dockers' pensions funds set about improving the scheme. Although the fund had been in operation effectively only since 1948, it was decided to pay a pension of twenty per cent of average wage to those reaching the pensionable age of sixty-five.

Assuming a dockers' wages average out at 3,000 guilders during his contributory period, he draws a pension from the scheme on the basis of

20 × 30 guilders	600
Under the National Old Age Pension Scheme he gets	1,512
and under the National Insurance Act a further	260
making a total of	2,372
(The guilder is quoted at 10.64 to £1 and 3.80 to us \$1.)	



R. Laan Jnr., President of the Dockers' Industrial Group of the Netherlands Transport Workers' Union, in his capacity as chairman of the Rotterdam Dock Workers' Industrial Pension Fund, handing over the 1,000th pension certificate to be issued since the scheme began in 1948

A scene in the port of Rotterdam. Dock workers here and in Amsterdam benefit at sixty-five from an industrial pension scheme as well as national old age pension

In terms of his average wage of 3,000 guilders, this represents ninety-seven per cent, and fifty-seven per cent on the basis of the present minimum wage of a docker.

It also means that a docker, who has contributed to the scheme since 1 January 1948 and has thus paid nine years' contributions working out at about 1,000 guilders, is now entitled to an annual pension of 600 guilders.

It has also been decided to increase widows' pensions bringing them up to a minimum of 800 guilders. Young widows get fifty per cent of the old age pension her husband would have been entitled to after a contributory period of forty years.

Finally, here are a few figures showing percentage contributions to the industrial and national schemes:

Worker's contribution to industrial scheme: three and a half per cent (employers seven per cent).


Worker's contribution to national scheme: six and three quarters per cent.

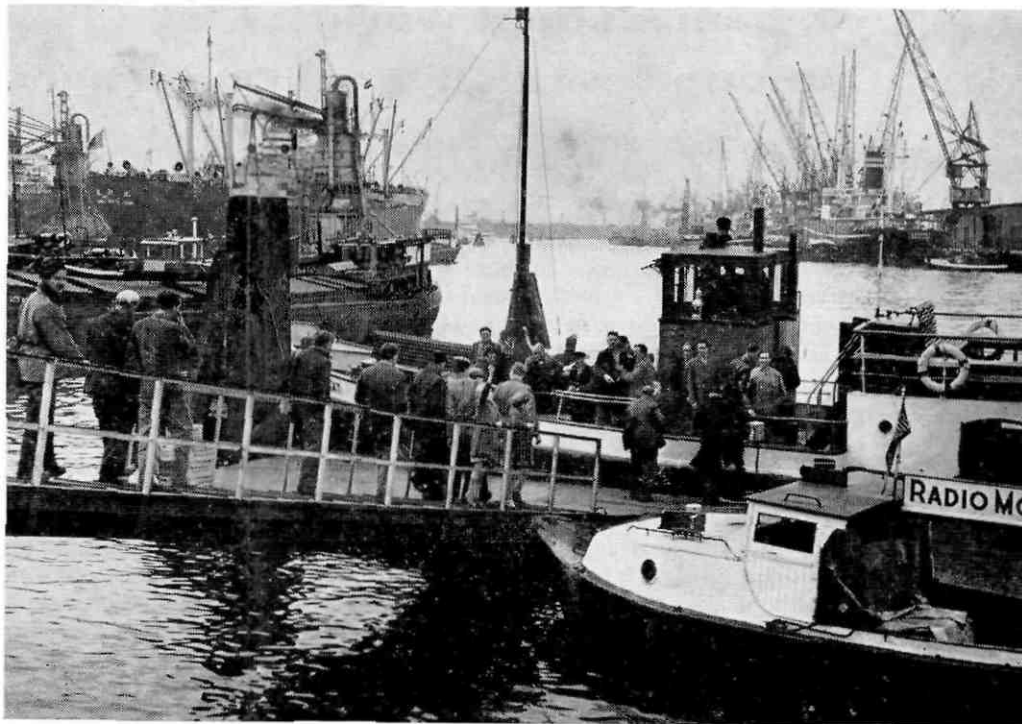
Total contributions: ten and a quarter per cent.

Of this percentage, 8.9 per cent has been covered by a compensatory wage increase so that the employee's contribution had been effectively reduced to 1.35 per cent.

All in all it may be said that, in the space of barely ten years and starting from scratch, a pension scheme has been brought into being which can justifiably be described as good, although doubtlessly capable of improvements in the immediate future. In closing, one further aspect of the docker's industrial pensions scheme is worthy of mention: in recent years the Rotterdam scheme has invested funds in the construction of houses in the tenancy of which dockers are given priority.


Chinese fishing ban

 THE COMMUNIST GOVERNMENT OF CHINA has placed a ban on fishing within forty miles of the coast of Chekiang. The ban, which was announced on 17 August, allows only sailing vessels to fish within this area. The Japanese government regards this as a threat to the principle of the free-




dom of the open seas and has stated that the ban will not be recognized by Japan. The only rules governing fishing in the area recognized by the Japanese government are those established under a 1955 agreement between private fishing associations which declared the region a war zone where Japanese vessels could fish at their own risk.

United States to call conference on ship safety?

 THE COMMANDANT OF THE UNITED STATES COAST GUARD said recently that an international conference should be called to seek ways of making ship construction and operation safer. The present standards were set by the 1948 International Convention on Safety of Life at Sea and in the view of the Commandant they were now inadequate.

The United States Government thought there would be no difficulty in calling a new meeting but preparations for it would take two to three years.

BEA makes a profit


 THE ANNUAL REPORT of British European Airways, one of the two large British nationalized air companies, shows that its passenger traffic increased by fourteen per cent in the year under review. The company made a profit of £216,770, despite losing over

£1 million on the operation of domestic routes.

In a press conference, the chairman of the undertaking said that although BEA still felt turbo-prop aircraft to be the most suitable for shorter routes, the projected introduction of turbo-jet aircraft on longer routes by BEA's competitors had led the company to decide to order a new jet airliner for use in the 1960s.

This had been discussed with various British aircraft companies and the British government. BEA were looking for a 600 mph aircraft carrying 80 to 100 passengers. It was hoped to announce more precise details of the type and the number required in the near future.

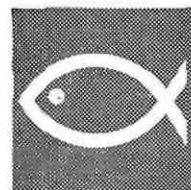
Killing whales with carbonic acid

 A NEW NORWEGIAN INVENTION for hunting whales, using carbonic acid, is to be tried out in practice in whale hunting around Iceland following tests carried out at Sandefjord (the whaling capital of Norway).

The idea is that when the harpoon hits the whale the shell releases two and a half cubic metres of carbonic acid, which spreads through the whale's body and kills it in two seconds. It then causes the whale to float up to the surface without compressed air having to be pumped into it.

Organizational work among Swedish West Coast fishermen

by GEORG ÅBERG



OF ALL THE SWEDISH FISHERIES, THAT BASED ON THE WEST COAST IS THE MOST IMPORTANT. Between sixty and seventy per cent of the total national fish catch is landed on this coast, with Gothenburg dominating as the largest fishing port. Other fishing centres are to be found at Strömstrand, Gravarne, Smögen, Lysekil, Marstrand, Varberg, and Flakenberg. During the year 1956, these ports together accounted for a total of 81 million kilograms (about 90,000 tons) of fish valued at 42,000,000 kronor (about £3,000,000).

But in foreign ports too, Swedish-caught fish is very popular. The Swedish custom of packing it in brand-new boxes whilst still on the fishing grounds ensures that Swedish fish enjoys a very good reputation. That is one reason why Swedish fishermen annually sell a large quantity of fish on a direct basis in foreign ports. Last year, for example, some 36 million kilograms found their way into Great Britain, West Germany, Holland and Denmark, realizing a total of seventeen million kronor (about £1,170,000). If one lumps together all landings by West Coast fishing trawlers – in both Swedish and foreign ports – and including both fish for consumption and for conversion into fish meal and oil, then the total catch amounts to approximately 135 million kilos (about 150,000 tons) with

a gross value of some eighty-nine million kronor (a little over £6,000,000).

In the following article, a short account will be given of the manner in which Swedish West Coast fishermen are organized – both professionally and economically. However, before dealing with this subject, I should like to say something about the working arrangements on board fishing vessels as well as about the method of trawler ownership, etc., so as to provide a background for understanding the organizational forms chosen.

The approximately 700 vessels which are employed in deep-sea fishing vary in length from sixty to ninety feet – with engines ranging from 100 to 500 horsepower. With these, fishing operations are carried on in the North Sea, the Skagerrak, the Kattegatt, and the Baltic, as well as to a rather lesser extent off the coast of Iceland. (In addition, there are a number of smaller vessels which are engaged in the so-called skerry or inshore fisheries.) The larger vessels have completely modern equipment with echo-sounding, radio-telephony, and radar direction finding apparatus and other devices. The most recent additions to the Swedish fishing fleet are between seventy-five and ninety feet in length and cost an average of 450,000 kronor (a little over £32,000). Usually, they are replacements for older vessels which have been sold. To raise sufficient capital to purchase additional new units of this size would hardly be possible for the fishermen, since the State loan which is obtainable for this purpose has a maximum of 120,000 kr. In addition, the interest on such loans has recently been sharply increased, with the result that the actual amount obtained is usually nearer eighty or ninety thousand kronor.

Unlike the position in most other countries, the vessels are not owned by shipowners or companies ashore, but by the fishermen themselves. Their crew consists of six to eight men, and the most usual thing is for three or four of the crew to be joint owners. In some cases, the skipper may be the sole owner but this is more unusual. Skipper and crew members live together in the fo'c's'le and everyone has an equal say in deciding where to fish as well as other questions of common interest. All have exactly the same share of the fish, with the exception of beginners who have to accept a smaller share until such time as they have shown themselves to be more or less fully competent fishermen.

The net proceeds from the catch are divided up into a number of shares, the actual number being variable.

The cost of financing the boat and its equipment is covered by a certain number of shares, whilst at the same time each crew member receives his own individual share. Special agreements lay down the number of shares which go to the owner, for how long a sick crew member should continue to receive his share, what proportion of the stores should be purchased on a co-operative basis, the period of notice to be given, and a large number of other details. Separate agreements of this type are entered into between owner-fishermen and other crew members in each fishing centre. These are, however, arrived at under the supervision of the fishermen's professional organization. On certain points, these agreements may vary to some extent, due to the fact that different practices and customs have grown up as between one locality and another. On general principles, however, the agreements closely resemble one another.

If we now assume that we are dealing with a fishing vessel carrying a crew of six, income can for example be divided up as follows: Out of the gross proceeds joint operating costs, such as fuel, lubricating oil, cotton waste, fish boxes, ice and some stores, etc., are met. The



Brother Georg Åberg, author of this article on how the Swedish West Coast Fishermen's Central Organization looks after the many interests of its members

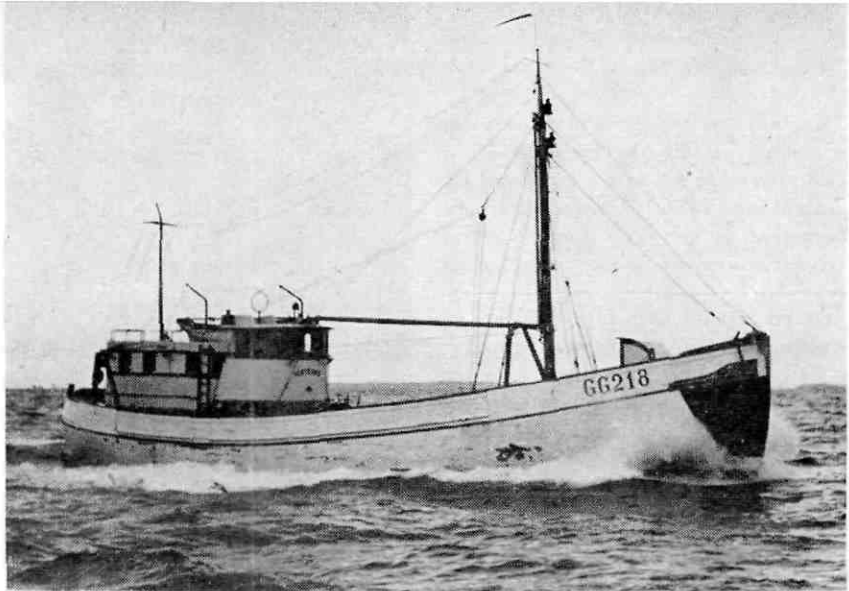
A modern Swedish fishing boat on its way to the North Sea fishing grounds. Many up-to-date vessels are now fully equipped with the latest devices such as echo-sounding apparatus, radio-telephony and radio directional-finding equipment

remainder, i.e. the net catch, is then divided up into eleven equal shares, of which one each goes to the crew members and the remaining five towards the cost of the vessel and its equipment.

How fishermen are organized

Organizational activity among the fishermen of Sweden's West Coast is of comparatively recent date. Although local attempts at organization were made sporadically at an earlier date, it was not until 1929 that the problem began to be tackled really seriously. For several years prior to 1929, the fishing industry had been in the doldrums. It often happened for instance that after a week's hard fishing, the fishermen found it impossible to sell their catch and had to load it on the trawler and dump it back in the sea. The whole industry was threatened with complete stagnation and many gave up the calling which their fathers had followed before them.

After a certain amount of preliminary activity, the year 1930 saw the creation of the Swedish West Coast Fishermen's Central Organization (Svenska Väst-kustfiskarnas Centralorganisation or



svc) as the first genuine professional association of fishermen in Sweden. Within a relatively short period of time, it succeeded in embracing all fishermen working on the West Coast and today it consists of fifty local branches covering the area from the Norwegian frontier to the province of Scania (Skåne), with a total membership of some 7,000.

Profited from experience of others

When the organization was created, advantage was taken of the lessons which had been learned both by workers' organizations and by those professional bodies in the field of agriculture. The main idea, however, was to establish an association which would cater for all fishermen – boat-owners as well

as crew members – working in both deep-sea and inshore fishing. As, in addition, the majority of Swedish fishermen are legally considered as self-employed persons, in the same way as are smallholders and similar categories, it was all the more necessary to seek an organizational form which would enable all working fishermen to become members. On various occasions, the possibility of joining some central workers' organization has been discussed, but this has never proved feasible simply because fishermen in Sweden are not considered as employees in the normal sense of that word.

In order to finance the work of the organization, as well as to secure the necessary means for any investments which may prove necessary, the annual congress of our organization decided to place a levy, on a percentage basis, on all sales of fish – both in Sweden and abroad. For a number of years, this levy has remained constant at two per cent of the gross sales – i.e. a fairly high amount. The Central Organization has succeeded in concluding agreements on automatic deduction of the levy with most large fish auctioneering firms, both in Sweden and abroad.

The principal executive organ of the Organization is the congress, which is held annually. The local branches have the right to send representatives to congress, the number of such varying in proportion to their size. One delegate



At work on the fishing grounds. The net, heavy with fish, is being hauled in. Swedish fishermen land a total annual catch of about 150,000 tons (worth over £6 million), which finds a ready market in both home and foreign ports

There's always something to do on board a trawler, as this Swedish fisherman – busily mending his nets – could tell us. He and some 14,000 of his colleagues are organized in the West Coast Central Organization and similar associations

may be sent for each fifty members or fraction thereof. In this way, approximately 170 delegates meet together each year to discuss matters which they themselves have put forward or which have been suggested for discussion by the organization's executive.

Executive fully representative

The latter, incidentally, is also elected by the congress. It consists of twenty members, and is the body which decides on all matters affecting the organization between congresses. The executive is representative of trawler fishermen, purse seiners, net fishermen, Dutch seiners, skerry fishermen, and others. Geographical considerations are also taken into account when the executive is chosen. Normally, the executive meets every other month, but additional meetings may be held as and when required.

The executive also appoints a management committee consisting of five members from among its own number, which has the right to take decisions on current business. In addition, there is a separate financial committee, also consisting of five members, which is entrusted with the task of keeping an eye on the work of the fishermen's co-operative associations, and of advising the executive on questions of a financial nature. Special advisory committees have also been established for the various types of fishery. For instance, there is a committee on herring fishing, the catching of eels, mackerel, etc. It is these committees which work out proposals on rules governing the various fishing seasons, on the basis of which the executive later takes its decisions.

The officials and staff of the Organization are made up as follows: On the professional side, there is a chief representative or president and two district representatives. There is also a financial representative and the editor of the svc's magazine – 'the Swedish West Coast Fisherman', together with six female office staff. The Organization assists its members in the solution of all the problems, of both a professional and a financial character, which can affect either fishing co-operatives or in-



dependent fishermen. The Central Organization also acts as a link between the fishermen and the various authorities with whom they have to deal.

Svensk Andelsfisk - co-operative fish marketing

Very soon after the creation of the svc, its leaders realized that there were many problems of an economic character which urgently required solution, and that it was therefore necessary to obtain proper insight into such problems by operating Organization-owned undertakings in various branches of the fishing industry. The main field in which experience was needed was that of marketing and for this reason an association was started for the purpose. Opposition from private enterprise was extremely strong, however, and for a number of years the organization led a rather precarious existence. In 1938, however, we got into contact with the Swedish Co-operative Movement and together we created a marketing organization known as Svensk Andelsfisk (literally Swedish Co-operative Fish) which works under the same conditions as other fish marketing undertakings. From its rather humble beginnings, this organization has developed extremely rapidly and today it is not only the largest fish

wholesaling firm in the country but also the largest exporter of Swedish fish abroad.

For many years, Svensk Andelsfisk looked after the co-operative marketing of herring, sprat, eel and tunny fish as a separate branch of its activity. In 1955, however, it was freed from this responsibility at its own request since it was proving a drag on the other activities of the undertaking.

In addition to its main activity of fish marketing, Svensk Andelsfisk also has a separate department devoted to the sale of fuel and lubricating oils, tools, and equipment – in short to the sale of everything needed for carrying on fishing operations. A large number of local sales and purchasing associations which are associated with Svensk Andelsfisk make use of the latter as their central purchasing organization.

Väst kustfisk means guaranteed prices

During the Second World War, Swedish fishermen delivered their catches to the State Food Commission, which arranged for an equitable distribution of fish products. When the war ended and the food situation went back to normal, it soon became clear that the marketing of fish would go back to the pre-war system. This, it was anticipated, would

lead to difficulties in the finding of markets for landings. In consultation with the authorities it was therefore decided to establish an association whose principal task would be that of dealing with any surplus in fish products which might result. This association became known as Väst kustfisk (literally 'West Coast Fish'), a co-operative undertaking under the aegis of the State Agricultural Board.

The association establishes guaranteed prices for the most important types of fish. If it proves impossible for a fisherman to sell his catch by auction at *minimum* prices established in co-operation with the Agricultural Board, then Väst kustfisk will purchase the surplus at the guaranteed rate. In order to finance these purchases, monies are made available on an annual basis from a fund operated by the Agricultural Board. This fund derives from a Parliamentary Decree levying a tax of five per cent on a great deal of fish which is purchased wholesale. The fishing industry claims that, indirectly, this tax is in fact paid by the fisherman himself, since its imposition influences the prices which can be obtained at fish auctions.

The surplus catches which are taken over are utilized in a number of ways. Some, principally herring, are exported to those countries which have a centralized import system. Other fish is salted or preserved in other ways for later export, while the less valuable types are used for the manufacture of fish meal.

Pontus Nilsson & Co. - co-operative salting

In the initial stages of Väst kustfisk's activities, problems sometimes arose because of the very large surpluses of herring which occur during the summer and autumn. As a result, the association had to rely mainly on private undertakings for salting the fish on such a large scale. In 1947, a conflict broke out between the latter and the fishermen's organizations, during which the salting undertakings tried to make the fishermen's work impossible by operating a boycott of fish products. The attempt failed, but it taught the fishermen a lesson, namely that it would be a *good idea* to own a salting undertaking themselves, partly because they could then take care of salting surplus fish themselves and partly because their experience of the business would give

them a better idea of costing the process.

In consequence, 1948 saw the purchase of one of Sweden's largest salting undertakings, namely Pontus Nilsson & Co. Almost immediately, it proved possible to bring down the cost per barrel of salt herring by several per cent, which gain was reflected in the fact that the fishermen were enabled to get a better price for the herring which they delivered. The undertaking has now increased its sales of salted herring and at the same time is able to maintain sufficient personnel to deal with the salting of any surplus herring catches on behalf of Väst kustfisk.

Manufacture of fish products

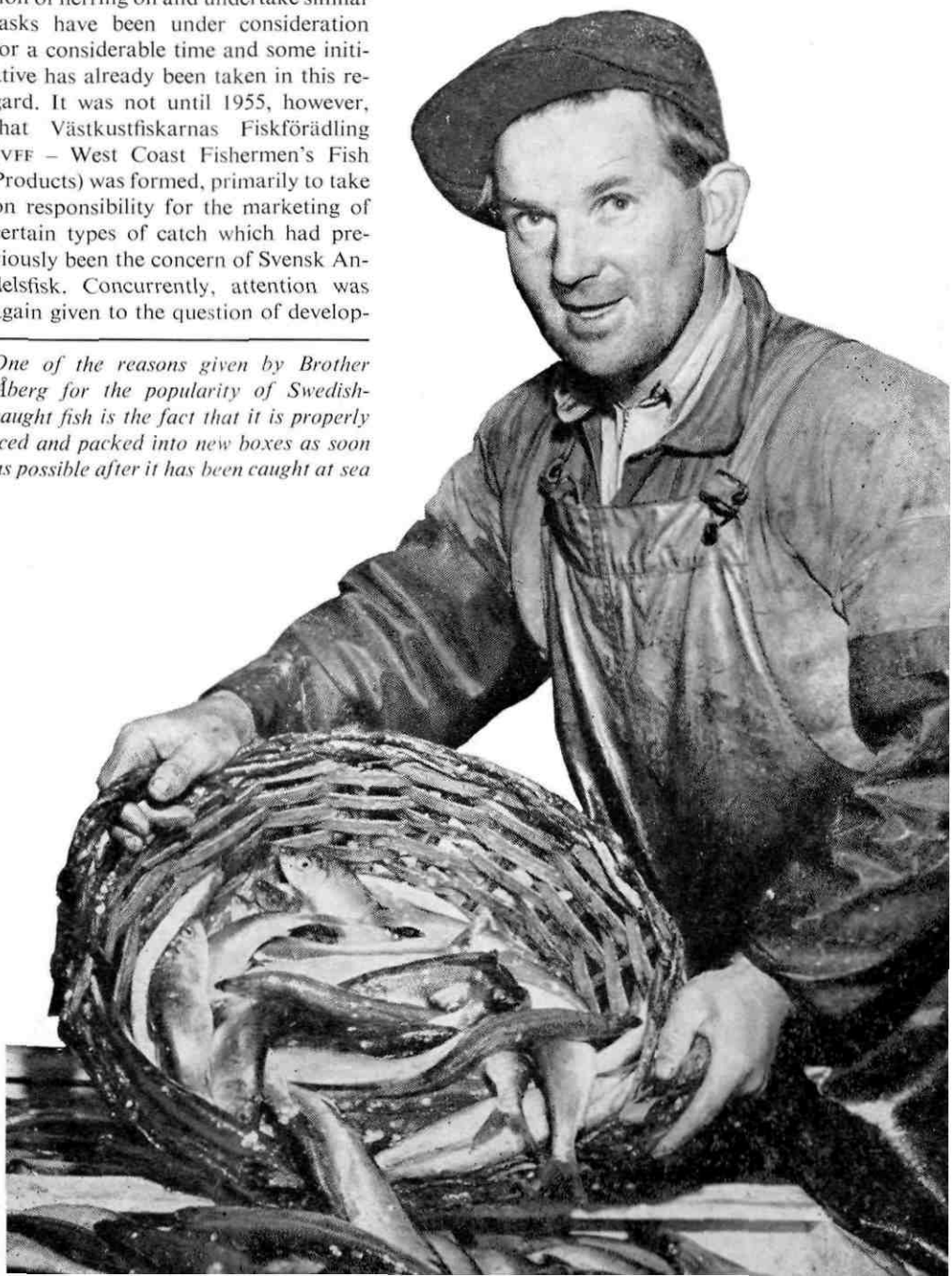
Plans for a separate undertaking which would deal specifically with the production of herring oil and undertake similar tasks have been under consideration for a considerable time and some initiative has already been taken in this regard. It was not until 1955, however, that Väst kustfiskarnas Fiskförädling (VFF - West Coast Fishermen's Fish Products) was formed, primarily to take on responsibility for the marketing of certain types of catch which had previously been the concern of Svensk Andelsfisk. Concurrently, attention was again given to the question of develop-

One of the reasons given by Brother Åberg for the popularity of Swedish-caught fish is the fact that it is properly iced and packed into new boxes as soon as possible after it has been caught at sea

ing the fish processing industry, not least in the field of marketing frozen fillets of fish. A start was made with the building of a Fishery House, which would contain fish-processing departments, refrigerating plant, store-rooms, and offices for the various fishermen's organizations, etc. The svc has not been able fully to realize this project, but a provisional start has been made while waiting for building permits, etc.

Other economic activities

In addition to the undertakings which have already been mentioned, the Central Organization also participates in other ways in firms whose activities may be expected to provide the fishermen with a more satisfactory income. For example, shares have been bought in a



Gothenburg fish meal factory, in order to get a first-hand knowledge of so-called 'scrap fish' prices.

Within the Fish Publicity Council, which consists of an equal number of fishermen's and fish industry representatives, an intensive campaign is carried on in a number of ways within Sweden to increase the consumption of home-caught fish.

Shares are also held in the firm of Gothenburg's Ice Supplies Limited in order to keep an eye on the pricing of this commodity, which is so necessary to fishermen.

Collaboration with other fishermen's organizations

Since the Central Organization was created similar organizations have also come into existence on the South and East Coasts, as well as one for inshore fishermen. These are, however, considerably smaller in size, as the fisheries for which they cater have not the same importance as that based on the West Coast. On the whole, these organizations work in the same way as our own. In order to ensure co-operation on fishing matters of common interest, a National Fishermen's Association has also been established, with a total membership of about 14,000. In addition to our own organization, the following bodies are represented within the National Association: the Scania Fishermen's Association, the Swedish South Coast Fishermen's Central Association, the Swedish East Coast Fishermen's Central Association, and the Central Association of Swedish Inshore Fishermen. The National Association is extensively consulted by the authorities on

fishing matters, and also serves as a channel for the submission to the authorities of proposals which the various coast fishermen's associations wish to have dealt with at this level.

Cultural and publicity work

Immediately following the creation of the Central Organization the need for publishing a house magazine was felt. In October 1931, we issued the first number of our official journal, which was named 'The Swedish West Coast Fisherman'. When it started, the magazine was published every month, but for a number of years now it has been issued on a fortnightly basis.

In addition to providing current information of use to the fishermen, our publication also contains articles on many different aspects of the fishing industry. Various technical, biological, and other problems are scientifically analyzed, whilst the fishermen themselves are also enthusiastic contributors on a large number of subjects.

'The West Coast Fisherman' is well-produced and contains many illustrations. During 1956, the total number of pages issued was 584. All fishermen who are members of our organization get our magazine as a matter of course, but there are also a large number of individual subscribers, mainly among people who are connected with the industry in one way or another.

Organizing study activities

From the very beginning, the Constitution of the Central Organization stated that its task was to 'work for its members' professional, cultural, and economic interests'. In order to cater for

the growing demand among the fishing community for an extension of educational and cultural work, a special committee was set up in 1944. Its primary task was to step up free and voluntary educational activity among the West Coast fishermen. Despite the many difficulties involved in such work among fishermen, due to the fact that irregular hours make it far from easy to arrange meetings of study circles, a rather large number of courses have been organized every year. During the educational period 1956/57, for example, we had forty-seven such circles with a total of 445 students participating in them. The subjects dealt with are rather numerous, but among them may be mentioned: navigation, English, bookkeeping, local government, mathematics, technical fishing aids, general history, organization of meetings, etc.

In this field also there has been close co-operation with our fishermen-colleagues in other parts of Sweden, and a joint association, known as the Swedish Fishermen's Educational Association, has been set up. This organization has, for example, taken the initiative in working out a correspondence course in ships' navigation. The latter is distributed by the Maritime Correspondence School, which is owned by our organization.

Looking to the future

Despite the fact that organizational work among Sweden's fishermen began relatively late there can be no doubt that very considerable progress has already been achieved. The activities mentioned in this article represent only a comparatively small sector of our organization's daily work. The fact that the volume of such work is growing year by year is perhaps the best proof of the great faith which the fishermen have in our association and its subsidiary organs.

Today, as when their organization first came into being, the fishermen of Sweden are aware of the truth of the old saying: 'United we stand; divided we fall'.

The end of a trip. A cargo of herring being landed in a Swedish fishing port. As Brother Åberg points out, this is not the end of the story for the fisherman. The Central Organization also takes a leading part in marketing and disposing of his catch once it is brought ashore



International Transport Workers' Federation

President: H. JAHN

General Secretary: O. BECU

7 industrial sections catering for

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ROAD TRANSPORT WORKERS
INLAND WATERWAY WORKERS
PORT WORKERS
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
- 174 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 in international agencies performing functions which affect their social, economic and occupational conditions;

to furnish its affiliated organizations with information about the wages and working conditions of transport workers in different parts of the world, legislation affecting them, the development and activities of their trade unions, and other kindred matters.

Affiliated unions in

Argentina • 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 • Indonesia
Israel • Italy • Jamaica • Japan • Kenya
Luxembourg • Malaya • Mauritius • Mexico
The Netherlands • New Zealand • Nigeria
Norway • Nyasaland • Pakistan
Panama • Paraguay • Philippines
Poland (Exile) • Republic of Ireland • Rhodesia
St. Lucia • South Africa • South Korea
Spain (Illegal Underground Movement)
Sweden • Switzerland • Tanganyika
Trinidad • Tunisia • Uganda • Uruguay
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