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*A flight hostess of Central African Airways poses against the background of one of the company's Vickers Viscount aircraft
(Photo: Central African Airways)*



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Child labour in East Germany

COMRADE GROTEWOHL, Prime Minister of Communist East Germany, was once seen promenading on a cloudless day under a huge umbrella. When someone pointed out that the umbrella was hardly necessary he replied reprovingly that in Moscow it was pouring. Now the story - a perennial favourite in East Germany - may be in doubt but its moral is tragically to the point: of all the slavish imitators of the Russian prototype, East German Communist rulers are the most unswerving. Nowhere has this been more wretchedly demonstrated than by the introduction into East Germany of the Russian system of 'polytechnical' education, which will involve a weekly day of 'productive work' on a farm or in a factory for all children of twelve or more.

Of course, it is possible to claim that all work can teach something to the young. A child of ten put to work down a coal mine would be able later to claim that he or she already knew a lot about coal mines at the age of ten. In that sense the experience would have been 'educational'. But for a host of reasons - medical, psychological and plain humanitarian - the use of child labour was eliminated in the democracies many years ago. Any attempt to re-introduce it would be unthinkable. And imagine the uproar from the Communists if the attempt were made in a moment of madness!

Yet it seems that child-labour is a feature of the Communist economy, of the land of the proletariat, a feature which can only survive where trade unions cannot. And if there are children whose day of 'productive' work falls below the norm what could be more 'educational' or 'polytechnical' than a geographical field study in Siberia? The frontiers of education are limitless and the Communists will no doubt explore them further as the defecations from East Germany to the bourgeois West continue in full flood.

Pilot-operated R/T - a hit and miss system



WHEN R/T WAS FIRST INTRODUCED as a primary means of communication between aircraft and ground stations, the Professional Employees' Institute of Australasia (PREIA) began to receive reports from both Flight Radio Officers (FROS) and ground station communications officers that the new system was not working nearly as well as the tried and trusted system of CW (morse) communication. Since the system was new, however, it was considered more or less inevitable that there would be some trouble experienced during its introductory stage, and the first reports were therefore dismissed as simply reflecting the teething troubles of radiotelephony.

Nevertheless, similar reports continued to come in and finally the PREIA decided to carry out a thorough investigation. As a result the Flight Radio Officers' Section of the Institute was asked to give some thought to evolving a means of surveying the R/T system so that any inherent faults in it could be brought to light. The lengthy written reports which had been received up to then were considered unsuitable since they took quite a long time to analyze. The Section therefore began to draw up a standardized form which could be easily used to report any faults found. All Flight Radio Officers were then circularized and asked to co-operate in making such a survey by submitting reports on any defects which they found in the R/T system. The PREIA's system of Communication Reports was born.

The first survey issued by the Institute covered a period of fifteen months, from June 1956 to September 1957, and dealt with the international airways between Sydney (Australia) and Rome (Italy). During this period, a total of 135 Communication Reports were filed by both Flight Radio and Ground Communications Officers. The shortcomings of the system disclosed in the reports were then classified under one or more of the following nine headings:

1. Fade-out of communications with nil R/T contact.
2. Foreign network and/or CW interference.
3. Failure of ground station or aircraft equipment.
4. Failure of R/T whilst CW contact was OK.
5. Overloaded network.
6. Distortion, poor technique, poor procedure.
7. Atmospherics.

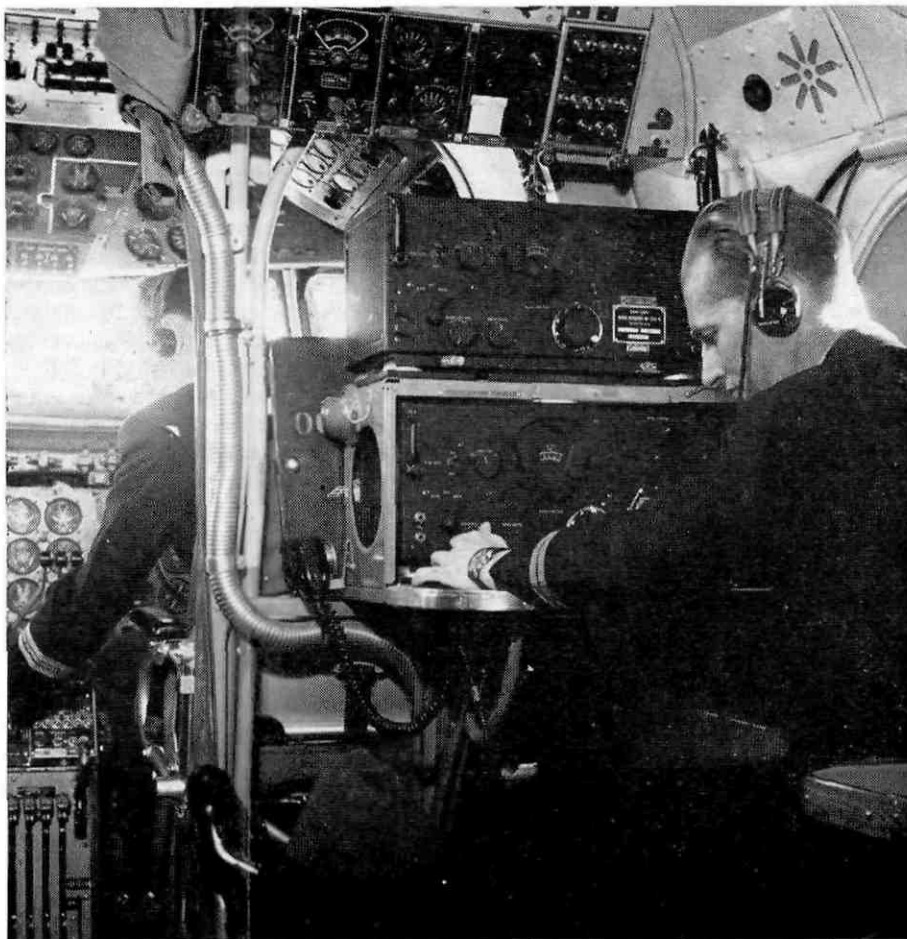
8. Poor Air Traffic Control.
9. Poor point-to-point operation (i.e. between one ground station and another - Ed.).

This revealed that there had been a total of 182 different types of failure recorded

The essence of operating the jets of the future will be speed. The speedy and reliable communications which will be necessary can be assured only by specialist officers utilizing the best-possible civil aviation communications system

in the Communication Reports which had been filed. A further breakdown of the 182 failures gave the following picture:

Number of failures	percentage of total
41 of R/T failure with CW OK	22.5%
40 of R/T fade-out	22.0%
34 of distortion/poor technique	18.7%
16 of foreign network interference	8.8%



Can the specialist radio officer now be safely dispensed with on international flights? The results of the Australian survey dealt with in this article indicate very definitely that that is still not the case

15	of overloaded network . . .	8.2%
13	of failure of equipment . . .	7.2%
10	of atmospherics	5.5%
8	of poor point-to-point work .	4.4%
5	of poor air traffic control .	2.7%

It will be noted that this reveals that the first three types of failure by themselves represent 63.2 per cent of the total types of failure.

The breakdown can be still further condensed by grouping the types of failure together. For example, R/T failure with CW OK and R/T fade-out may be bracketed together, since the main point is R/T failure. Similarly, foreign network interference and overloaded network can be combined since interference on a network could easily lead to an overloaded network condition. After re-grouping, the following picture emerges:

Number of failures	percentage of total	
81	of R/T failure/fade out . . .	44.5%
34	of distortion/poor technique .	18.7%
31	of interference/overloading .	17.0%
36	of remaining types of failure	19.8%

In other words, this condensed breakdown shows that almost fifty per cent of the failures reported refer directly to R/T failure, either with or without CW back-up. The authors of the report based on the first survey stress that this is its most disturbing feature, since it reveals that the present system of HF R/T is extremely unreliable. Nor is that all. It must be remembered that the reports themselves were made only by members who were keen enough to undertake the job; they did not by any means represent 100 per cent membership participation. One wonders therefore how many similar failures have gone unreported?

Nor can the results of the PREIA survey be considered as isolated or peculiar to the particular area covered by it. In fact, the PREIA specifically draws attention to the fact that the correspondence with the International Radio Air Safety Association indicated at a very early stage that trouble was also being experienced with the R/T system in other parts of the world.

It may be of some interest to readers to quote a few typical extracts from the actual communications reports on which they survey was based. The following have been chosen more or less at random:

'During the course of the flight contact would have been completely lost but for the use of the key for position reports and operations normal reports.' (Flight from Djakarta to Darwin.)

'(1) Nearing Bagdad/Istanbul FIR boundary (at 0600z) began attempts to contact Istanbul. Calls were continued on all HF R/T frequencies at approximately five-minute intervals. A weak contact was made with Ankara at 0740z on 5589 kc/s. This was forty-seven minutes after entering the Istanbul FIR.

(2) At 0800z began attempts to contact Athens on HF R/T channels and continued to call to within ten minutes of landing without result. Nor was any other station, ground or air, able to relay a message (Ankara and Istanbul had no contact with Athens for many hours.)

(3) At 0820z contact with Athens on CW 8837 kc/s. CW contact was maintained with Athens until landing.' (Flight from Bahrain to Athens.)

'Unable to contact any ground station. Continuous calls throughout this period.' (Fifty minutes on flight from Bahrain to Istanbul.)

'Contact was only maintained by the use of CW. Heavy storm conditions with static completely precluded the use of R/T for position reports and operations normal reports.' (Flight from Singapore to Darwin.)

'No contact with Manila until forty-five minutes before landing. No other station on the network was able to contact Manila during this time . . . Unable to read Darwin on R/T for one hour continuously due to static. However, Darwin was reading during this period when emitting MCW, which was strong enough to break through the static.' (Flight from Darwin to Manila.)

'On resuming watch, the Captain casually mentioned that whilst I had been

off duty there had been no communication with the ground stations for a period of more than one hour. No attempt had been made to recall the R/O to rectify this situation.' (Rome to Basra.) 'With no R/O on board it is reasonable to assume that this flight would have been out of communication for about four hours. The carriage of a specialist R/O in this instance must have surely prevented the instigation of full search and rescue procedures.' (Darwin to Djakarta.)

The last quote strikes at the very heart of the matter, since – as PREIA rightly points out – in all the cases of R/T failure reported over the fifteen-month period a specialist Flight Radio Officer was carried and was consequently able to devote his full time to maintaining communications. Despite this, however, considerable difficulty was still experienced. It is very pertinent to ask how well can a pilot, already doing one job, be expected to maintain communications under difficult conditions – especially when it is remembered that he is not trained as a radio officer?

The second report, which has recently been issued by PREIA, covers a further period of six months. Its results more than confirm the conclusions of the original survey. The following points are worth noting:


1. The worst sector is Darwin-Djakarta-Singapore, as already appeared from the first survey.
2. Sydney-Darwin failures have risen from 5.9 per cent to fifteen per cent.
3. Athens-Istanbul-Rome-(Cairo) failures have risen from 5.2 per cent to fifteen per cent.
4. Darwin-Manila has remained constant.
5. Singapore-Colombo failures have risen slightly from 4.4 per cent to 7.5 per cent.

The most striking feature when comparing the two reports, however, is that in the condensed breakdown, R/T failure/fade out, either with or without CW back-up, has

(continued on page 193)

What to do with British inland waterways?



 THE BRITISH TRANSPORT ACT OF 1947 was a momentous piece of legislation which placed in public ownership the country's railways, the majority of its road services and (something the general public would not know so readily) some 2,170 miles of inland waterways – about 1,100 miles of river or broad navigations able to take boats of from fifty to 400 tons capacity and the rest narrow canals able to take nothing larger than a vessel of seven ft. in beam. About 1,400 miles were in commercial use.

Inland waterways in Britain present something of a commercial problem and have done so for many years. While the advantages of water-borne inland transport for certain cargoes are readily acknowledged the fact remains that the inland navigation system was an early victim of the rapid growth of the railways in the last century and the subsequent development of road transport. Had they been more rationally planned and standardized they might have emerged with fewer scars from the battle for business but they were not and ever since have been the subject of anguished debates as to their future, a continuing dilemma arising on the one hand from anxiety that the obvious transport amenity they still represent should not be rashly surrendered and on the other from the recognition that many of them have been so ill-maintained that to make them fit for use would entail enormous expenditure with at the best a doubtful prospect of their attracting sufficient business ever to justify the money

spent on them.

This dilemma and its apparent intractability are perhaps the reason why the waterways have not under nationalization found a settled form of administration. At first, in common with the other branches of the newly-nationalized transport industry, the waterways were placed under an 'Executive' – the Docks and Inland Waterways Executive – within the all-embracing British Transport Commission, which remains the ultimate authority for state transport today. Then, at the end of 1953, they passed to a new body, the Dock and Inland Waterways Board of Management.

Meanwhile the system had been investigated by the Board of Survey on Canals and Inland Waterways with the result that the waterways were grouped into three categories: the first comprised some 325 miles of natural and broad waterways which carried between them some two-thirds of the total traffic – these the Board recommended for development; the second

An idea of the amount of work entailed in the restoration of the waterways is given by the work at Marston on the Trent and Mersey Canal where a new cut of almost 600 yards had to be made

took in some 1,000 miles of broad and narrow canals which were not used so extensively but were quite capable of use – these the Board thought should be retained; the last group of some 770 miles included those waterways not worth retention for navigation – some 270 miles of this group had been formally closed or abandoned by the end of 1957.

The Board's findings were naturally of great significance but before they could be effectively acted upon there had to be yet another change in the administrative structure. About a year after the establishment of the Board of Management the waterways passed to the control of the new 'Waterways Division' of the British Transport Commission – 'British Waterways' as it came to be known.

British Waterways got down to work and at the beginning of 1956 was able to publish a comprehensive development plan providing for the investment of £5,500,000 over five years for the improvement of navigation and the provision of modern equipment on Group 1 waterways. Detailed plans have since been worked out and a

Many of the narrow boats on British Waterways are 'family' boats where all the family lend a hand with the work and make the boat their home. The type of vessel is, however, becoming less common

start made on the work. At the same time improvements on the Group 2 waterways have been put in hand and maintenance work increased.

About a month after the development plan was announced, however, the industry was again put under the scrutiny of an investigating body. The Minister of Transport and Civil Aviation appointed a Committee of Inquiry in February 1956 to look into and make recommendations on the maximum use of the inland waterway system; the administration and financing of those waterways which were uneconomical for transport purposes but useful for others; the conversion of canal sites to other purposes where this was possible and desirable; and the law on the closing of waterways to navigation. The first of these terms of reference was, it will be noted, extremely wide.

The committee's report was recently published. In its findings on the navigable system it endorses much of the earlier Board of Survey report with some changes of detail – and some of terminology. It recommends that about 1,300 miles should be made into an integrated and efficient network of inland navigation and it has divided this network into two 'classes': Class A of 380 miles and Class B of 930 miles.

The Class A waterways are at the moment showing a profit and most of them are due for improvement under the development plan, which the committee feels should be carried through. It also urges that the profit they make in the future should be devoted to maintaining them at a high standard and should not be used to support other waterways. The Class B waterways, mainly narrow canals, are at the moment showing a deficit of some £300,000 a year. The committee recommends that they should be restored over the next five years to a width and depth allowing the largest vessels built for them to navigate safely with full payloads.

In an effort to encourage traffic on the Class B canals a commitment should be given to maintain the canals properly for the next twenty-five years and a change



made in the assessment of canal charges. The committee's proposals on this point are quite radical. Up to now the waterways have been financed by the levying of tolls per ton of goods carried. The amount of the toll varies with the type of cargo and from waterway to waterway. This, the committee proposed, should be replaced by the payment of an annual licence fee assessed at £1 per ton of capacity of a vessel. The licence system should be extended to vessels of up to sixty tons capacity and a licensed

vessel would be entitled to navigate on Class B waterways without further charge.

The new system would at the moment mean a loss in revenue although the committee point out that with the existing system traffic is declining. This loss would bring the annual deficit on Class B canals to about £500,000, whilst the restoration of the waterways would cost at least £3,500,000. The committee considers that these expenses will have to be met, possibly by direct payments from the government.

That seemingly inexhaustible topic, the waterways' administration, was given yet another airing by the committee whose conclusions set the seal on years of uncertainty and second thoughts – it could not agree. The chairman and three members recommended that the waterways should continue under the general control of the British Transport Commission but that substantial powers should be delegated to a statutorily constituted body consisting of three members from the Commission and four drawn from general industry.

The four remaining committee members, however, thought that the management of the waterways should be transferred from the Commission and entrusted to a new body, an Inland Waterways Corporation, consisting of nine directors appointed by the government. The Corporation would take over British Waterways' existing undertakings (which include seven fleets of commercial vessels accounting for about a third of the total inland waterway fleet), organization and staff and would be directly responsible to the Minister of Transport. Its deficits would be met by the government.

The argument will undoubtedly go on and it is difficult to see how the future development of the industry can be assured

if every few years there is to be an administrative upheaval. The present regime may not be the best or the most efficient but efficiency is hardly improved by a perennial anxiety that one's days may be numbered. Now that an ambitious development programme has been set under way its authors should be given a chance to put it into

practice. A period of administrative stability – and restraint in the setting up of committees of inquiry – might be the most helpful contribution the government could make to the industry at this point in its development.

(We are indebted to the British Transport Commission for photographs and much of the data used in this article.)



British Waterways has an ambitious development programme for the main waterways and has also stepped up its work on maintenance. Shown here is bucket dredging on the Weaver Navigation

(continued from page 190)

risen from 44.5 per cent to 54.2 per cent – in other words it has increased by almost ten per cent!

In concluding its second report, PREIA has this to say:

'Good, reliable communications depend on two things, viz: –

- (a) A reliable system of communication.
- (b) Specialist personnel operating the system.

In the light of the two summaries so far presented, we believe that HF R/T does not fulfil the requirements of (a) above, and trying to make a poor system work with untrained, or partially trained, part-time radio operators is expecting far too much . . .


Large jet air transports are now beginning to roll off the production lines. The

essence of operation of these aircraft is speed. Speedy and reliable communication will be required. Air Traffic Control centres are not going to be in a position to plot progress of these aircraft without position reports from the aircraft, and these will be required promptly. There will be no time for the pilot/operator or FRO to struggle in congested networks trying to get his position report out.'

PREIA therefore calls for an immediate review of the whole air-ground communication system with a view to insisting on:

1. Carriage of a specialist communications officer, acting in sole capacity as such, on all international flights.
2. Provision of at least three frequency CW/MCW back-up air-ground communication

Accidents in atomic ships

 ACCORDING TO A COMMITTEE report of the US National Academy of Sciences, a serious accident in a ship powered by nuclear energy could contaminate a large harbour with serious radio-activity. Noting that nuclear power would almost certainly be used in the near future to power merchant ships, the report said that serious hazards could arise in confined waters from damage to a ship's reactor that might cause its radio-active fission products to spill into the sea.

networks, if the present inadequate R/T system is to be maintained.

Falck's Rescue Corps - over fifty years service to Denmark

by EINAR H. TONNESEN



IT WAS WITH A CERTAIN AMOUNT of scepticism that the Copenhagen public regarded the organization for saving lives and property started by Sophus Falck, at that time an active businessman and a man who had not forgotten his experiences and part in the rescue work during an event of great importance and sadness to Denmark twenty-two years before to the day, the Christiansborg castle fire of 1884.

But Falck's Rescue Corps, which was thus founded on 3 October 1906, gave the lie to all the doubts as to its viability and social significance. Despite the incontestably great difficulties which the organization encountered in its first and subsequent years it has grown over more than half a century of its existence and has undertaken numerous, wide-ranging tasks in the course of the years to the point where it is now a nation-wide body assuming functions of importance to the people in a wide field of interests. A large staff of some 1,100 workers, a large proportion of whom are organized in the Danish Transport and General

Workers' Union, are engaged today in the different departments of the Corps throughout the country.

A model organization

We shall not here go any more closely into the Corps' history or further development which cover many stirring episodes and happenings but instead shall try to give a description of the comprehensive and well-equipped nature of the Corps today and its varied activities, for the scope of its work and its thorough organization can serve as an example and pattern for similar activities abroad.

The flying ambulance service is a comparatively new branch of Falck's activity. It is used to bring sick Danish citizens home from abroad as well as providing a speedy ambulance service within Denmark. The service has eight aircraft available for this work which is becoming increasingly important and is now in very wide demand

The headquarters of the Corps, the direction of which after the death of Sophus Falck in 1926 at a time when the Corps was already well on its feet has been carried on by his sons, are in Copenhagen but local administrative offices are established in Aarhus, Aalborg, Vejle and Odense.

For the rest, the Corps' work is directed from the local stations of which there are six in Copenhagen and ninety-four others in the provinces thus giving 100 Falck stations over the whole country - all equipped with the most modern appliances for use in the various branches of the rescue

service and served by an expert and thoroughly trained staff.

What the Corps does

Right from the Corps' beginnings Sophus Falck was convinced that to be of real use to the people it had to take on many different types of rescue work. This policy for the Corps' efforts was later followed extensively: many new methods have been put into use and new types of work found and developed.

Falck's work can now be classified under a number of headings. Under the heading of purely rescue work can be placed the rescuing of animals, the saving of life or property in cases of fire, rescue work following flood or storm damage and after-care of those afflicted. Among those at the Corps' disposal for this work are fifty specially trained divers, or 'frogmen' as they are known.

The Falck Corps has in addition gradually taken over a great deal of the fire services in Denmark. Thus it is that Falck is responsible for the fire services in a large number of Danish rural and in a quarter of the urban municipalities. It also covers ambulance services in the five provinces,



The Falck Corps' one hundred stations provide many rural and a large number of urban areas with a modern fire service equipped with the most up-to-date appliances including two-way radio



the conveying of hospital patients and assistance at road accidents. The transporting of blood donors and special contract work are other tasks occupying the Corps. Finally we can mention a special and extremely important side to its activities, the flying ambulances, which in recent years have become widely used and which make considerable demands on the Corps' finances, equipment and specialized staff.

Details of Falck's work

It is far from rare, therefore, for Falck's assistance to be called upon and for the Corps' staff to turn out. In a publication issued at the time of the Corps' fifty-year jubilee in October 1956 it was stated that the Corps had been called out on over



The Corps is dedicated to the saving of lives and property and as can be seen the lives do not have to be human to merit the Corps' attentions which are available throughout the whole country

Attending to road vehicles in trouble is the largest of the Falck Corps' specialized preoccupations. Danish motorists can pay a small annual subscription in order to secure this particular service

seven million occasions for one or other of the types of assistance and since then this figure, which certainly gives a good indication of the Corps' activities, has risen steeply.

The fire service which Falck began in 1922 from a station in Odense now handles some 7,000 fires a year. In connection with this and other activities such as in cases of storm damage, floods and so on, an enormous amount of rescue work has taken place – no less than 540,000 rescue actions in the first fifty-year period plus those since. Ambulance calls are up to some 40,000 a year and some 150,000 cases of sickness are carried annually by the Corps' transport services.

By far the biggest entry in Falck's service statistics covers assistance to vehicles. This yields some 200,000 cases a year but this figure gives only a small clue to the number of vehicles on the roads, to the instances of too high a speed and to the carelessness of drivers – and many of the cases have a serious or even accident-provoking background to them.

The special contract work carried out by Falck does not have much connection with what one normally understands by that term. Here it means work, such as the taking down, transporting and erecting of heavy objects like safes, statues and machines – something which Falck is often called on to undertake. At this point we might record that as early as 1908 Falck was entrusted with the task of draining the Tivoli lake

during cleaning operations. Another job for the special contract service was the transporting of a twenty-two-ton whale from a goods station to the grounds of a Copenhagen exhibition in 1924. Finally, we should mention that Falck is also engaged in cultural work. The Corps has stationed a motor vessel in Svendborg which is used over a wide area as a library, bringing books from the local central library to the inhabitants of the surrounding islands.

Falck's flying ambulances

A special part of Falck's rescue services is made up of the flying ambulances which although they have about 2,000 flights behind them still constitute one of the newer branches of its activity. The service, which is of the highest value as a means of aid to Danes overtaken by illness when travelling abroad or to those who have to be carried quickly within the country, has a fleet stationed at Copenhagen's Kastrup airport. Following the recent purchase of one four-engine and two two-engine machines the service now has eight aircraft at its disposal, five of them two-engined and one one-engined.

As we have already indicated, these machines operate both over Denmark and over Europe as a whole. Not the least of these machines' activity in the summer months involves the flying home of Danes taken seriously ill or injured while travelling abroad – most of these cases in fact arise from injuries but there is also a number of cases of sudden illness. Naturally, the flying ambulances are only sent where this *speedy form of transport is demanded* by reason of the nature or seriousness of the illness or injury. A medical certificate to this effect is always demanded. About 100 patients were flown home from abroad in 1957.

As will appear from what has been said above Falck's Rescue Corps has, over the good half-century of its existence, succeeded in building up an undertaking which, in furtherance of its aim to save life and property for the good of the Danish people and the national welfare, has made available buildings, superb equipment for its

purposes and a highly trained, expert, and the most utterly helpful staff in the whole country – and indeed has extended its work to benefit Danish citizens abroad.

The strong and enlightened conception of one man has been wonderfully developed. Work is accomplished for which the thanks of the whole Danish people are due and as employers of a large staff Falck have been such as to merit the following tribute

expressed at their fifty-year jubilee by Ernst Borg of the Danish Transport and General Workers' Union: 'We wish that employers like Falck were far more numerous than is the case.'

And in the future too Falck will stand ready and equipped to step in when dangers, accidents or other circumstances call for the help and activity of the Corps.

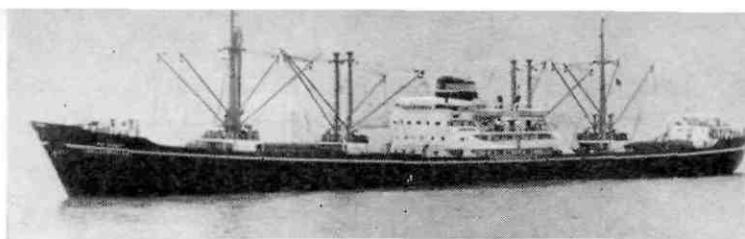
(Reproduced from the Danish Transport and General Workers' Union Journal)



A Falck 'frogman' goes to the rescue of a swimmer in distress. The Rescue Corps' motor launches have all the equipment needed for rescue work and crews expert in artificial respiration

The middle watch

by 'LOKESH', Maritime Union of India



ANCHOR 'QUARTER BELL, SAB!' Shekhar rubbed his eyes and sat up on the bunk. But the next instant he lay back again and buried his head in the pillows. It had been a particularly pleasant dream, and he wanted to pick up the thread where it had been broken by the rude interruption of the Quartermaster. But soon he found this impossible, swung his legs over the bunk, flicked on the cabin light and cursed the Quartermaster heartily.

Splashing cold water on his face, he also cursed the day he had joined the Training Ship, the day he had gone to sea, and the men who had invented the 'middle watch'. At the peaceful hour of midnight when the rest of the world is asleep, the wretched Second Mate has to get up and relieve the Bridge Watch. He thought there ought to be a trade union for Second Mates.

Five minutes later he was in the Chart Room where the Third Officer was carefully plotting a midnight D.R. position on the chart.

'Good morning, Third Mate, and don't pinch a knot off my watch!'

'For God's sake don't wish a man good morning when he's just about ready to turn in for the night', said the Third Mate, 'it spoils my beauty sleep.'

Shekhar checked the course, viewed the radar screen for a few moments, then came out on the port wing of the bridge. Leaning over the rail, he scanned the faintly starlit horizon in the remote hope of picking out the coastline. The Third Mate had already gone below.

As he paced up and down the bridge, his eyes gradually became accustomed to the night. There was a slight swell from the port bow, but the well-laden ship cut through the phosphorescent water with hardly a roll and at a steady seventeen knots. The solemn peace of the still hour of midnight enveloped him like a soft, velvety shroud. The beautiful phenomenon of the night sky was always enchanting with its stars so many light years away; it was as much like looking into time as into space. There was Aldebaran now, peeping out through a fleecy cloud. But too near the meridian for an azimuth. He glanced at his watch; it was near one o'clock. What was Sarala doing now?

They had advanced the clock one hour since leaving Bombay. Oh, yes Sarala would be fast, fast asleep by now. He could almost

see her, breathing softly as she lay on her side, the fan playing with a tuft of a lock on her darling forehead. What was she dreaming about? Was he in the dream?

How long would it be this time, he wondered, before they would get back to Bombay again. Well, the voyages never lasted more than three months, anyway. But the main problem still remained to be solved. Sarala's father would not consent to their marriage. The old man had a very poor opinion of sailors as suitable husbands.

The ship took a sudden plunge into the rising swell, and as her bow lifted, cascades of foamy water ran down the length of her foredeck, forming hissing whirlpools around the hatch coamings. Shekhar gave her two degrees leeway off the land.

Really, the old man was terribly unreasonable. He thought of sailors as vagabonds with no savings nor security, never caring for friends nor family, roaming about the world all their lives.

Well, he went by the old standards and by those standards he was right. He only half believed the things that Shekhar had told him about his job. For three months he could have Sarala with him, for one round voyage. Two months' privilege leave a year with full pay and allowances, which meant that husband and wife could be together for five months a year. Add to that the regular fortnightly stay at Bombay or any other home port every three months or so, when he could be home every night, and what more could they want? Of course, he meant to be a Chief Officer by then, so that he wouldn't have to keep a night watch in port. How different these conditions were from the days that Sarala's father had in mind! As for ship-board comforts for his daughter, why, food and accommodation were as good as on passenger ships - for which other people paid handsomely. And while he was not with her, she could visit

One of the modern cargo vessels which forms part of India's growing merchant fleet. This is the S.S. Janajawakar which is operated by the large Scindia Steam Navigation Company Ltd.

her parents, take the kids to holiday spots. Kids! How many? Shekhar decided he would have four. Two boys and two girls.

Damn it, what security did the old man want? Thanks to the allotment system, family and insurance allotments were well taken care of. As for provident fund, he would have a lakh of rupees when he retired. He did not have to make any conscious effort at saving, it was all done for him. Which occupation ashore, he fiercely asked that adamant and absent would-be father-in-law of his, offered as much security and opportunity for saving?

Suddenly Shekhar realised that in arguing the toss with Sarala's father in this one-sided encounter, he was making out a pretty good case for his job when just an hour or two ago he had been cursing the day he came out to sea! He laughed out loud . . . of all things!

Leaning against the Chartroom bulkhead, he sighed with satisfaction. Now that



The Second Officer on board an Indian merchant vessel 'shoots the sun'. Indian merchant marine officers are organized in the ITF-affiliated Maritime Union of India, one of Asia's best unions

It's fairly easy when you know how! The Second Officer plots the ship's position in the Chart Room

Another of the varied jobs which falls to a navigating officer - viewing the radar screen.

he came to think of it, he felt that he actually preferred the middle watch: the calm and quiet atmosphere, the deep sense of responsibility in knowing that so many lives and so much valuable cargo are entrusted entirely to your charge for these four hours in the day. And for this he was justly compensated. Oh yes, no matter what that old fool thought (he was a lovable old bird, really, otherwise), the sea was a good vocation for a man today.

Switching on the window wiper - for it had now come on to drizzle - and staring through the clear glass at the horizon, Shekhar vaguely wondered how this transformation had taken place. What had Dr. Johnson called a ship? A floating jail with the additional prospect of being drowned alive, or words to that effect. What would he say if he were to be put on a modern cargo ship of today, and saw the service conditions of officers and men, he wondered?

How did the change take place? It must have been a very slow process. 'You are a lucky young man,' the Captain had told him one day in a reminiscent mood, 'to have come out to sea in these days. In our time we lived from signing on to signing off, always with the terrible prospect of prolonged periods of unemployment. There was never any question of earned leave, we were just signed and paid off until the next vacancy came along. Provident fund and other benefits were unheard of, accommodation was terrible. The company saved money on paint where the men's accommodation was concerned. The food was so rotten that it was not at all unusual for officers to end up in hospitals with gastric complaints . . . no mess committees in those days, and no fixed rates for victualling. As for hospitalization, well you either paid for it yourself or got into a free charity ward. Sounds strange to you, doesn't it?'

Well, yes it did, too. So many things he now took for granted were then only the dreams of a few reformers. And these reformers formed the Union, he supposed, which was responsible for all this change. Of course, he was a regular paying member of the Officers' Union, but he felt a twinge



of guilty conscience when he realised how little he had bothered so far to find out about the activities of the Union. Of course, he knew that the Union made agreements on their behalf with the Company from time to time on the basis of collective bargaining and improved existing conditions as the situation demanded. He also knew very vaguely that the Union was affiliated to some International body, and had a seat on many committees - both at home and abroad. He supposed that at these committees they decided upon various issues, issues that concerned his life and serving conditions. All along the line, over so many years of stubborn fight, these organizations had brought things up to the stage today when he could look Sarala's father straight in the eye and tell him to go to hell. But, of course, the old man would eventually be convinced, he had no doubt of that.


Now the rain had stopped and Aldebaran was just right for an azimuth. He took an error, found the Gyro reading one degree high, entered up the observation in the azimuth book. It would be 'Quarter Bell' again soon, and the end of another middle watch. The Mate would curse the Quartermaster, just as he did; he would barge into the chart room like a bull in a china shop, upsetting the waste basket and blaming it on a non-existent roll; he would curse the



coffee brought in by the relieving quartermaster, which he would declare putrid. Then he would damn the weather, question the Second Mate's error, and generally behave just as normally as any mate at sea. And then, by the growing light of dawn, as the blue-white panorama of the ocean unfolded in all its pristine glory, he would secretly feel exalted at being one with nature and greet the new day with the peace which is known only to people who have experienced that communion.

And by then Shekhar would be fast asleep in his bunk, finally having it out with Sarala's father.

Foreign seafarers also benefit from amendments to Norwegian Seamen's Act.

 A NUMBER OF AMENDMENTS have been made in the Norwegian Seamen's Act with effect from 1 September 1958. The most important amendment is to paragraph twenty-five which lays down that a seaman domiciled in Norway is entitled to free passage home with maintenance after eighteen months' service with the same company and provided he has not touched at a Norwegian port for a period of twelve months. Formerly, a seaman would have had to serve for a period of two years. An additional clause provides that in the

*Niilo Wälläri,
President, Finnish Seamen's Union.*



Profile of the month

event of no satisfactory substitute being found, the seaman may have to remain in service for an additional two months. Under the earlier Act, a seaman was required to continue to serve for a further period of six months if within that time it could be assumed the vessel would touch at a port from which it would be considerably cheaper or easier to arrange for a passage home. This 'waiting time' has now been reduced to three months.

As regards payment of one month's wages in the event of a seaman dying and leaving a widow or child under the age of eighteen, the Act as amended no longer requires the seaman to be a Norwegian citizen or resident in Norway.

Free passage to place of residence with maintenance in the event of sickness or injury necessitating signing off in a Norwegian or foreign port is now guaranteed to all whether resident in Norway or not. The owners' commitment in this connection towards a seaman not resident in Norway is laid down as 'free passage and maintenance in the town in which the seaman was residing when engaged provided that the authorities in the town concerned do not refuse permission to land or require assurances before giving permission to land which the seaman is unable to provide.'

In the event of loss of ship, the Act formerly laid down free passage with maintenance to place of residence in the case of a seaman resident in Norway. In the Act as amended, the requirement of residence in Norway is deleted.

Similarly, compensation for loss of effects is now payable to all serving on board irrespective of nationality or residence in Norway.

Commenting on the amendments to the Act, the most important of which are summarized above, the Norwegian Seamen's Union stresses that non-Norwegian seamen now enjoy the same rights as Norwegian seafarers in such matters as passage home as a result of sickness, injury or loss of ship. Norway, it points out, is thus one of the first maritime countries to introduce uniform regulations for its own nationals and seamen of other countries.

FEW UNIONS HAVE HAD A STORMIER HISTORY than the Finnish Seamen's Union, an old and valued affiliate of the ITF. For a union which is only some thirty-eight years old it has a battle roll which few organizations twice its age could match, battles fought not only against employers but also against governments, and often both simultaneously.

For the last twenty years it has been led by Niilo Frans Wälläri, a stocky and very determined man who acts more readily than he orates because he has found over the years that it is action not oratory that gets things done. Indeed there have been many times in a remarkable career when oratory would have been quite pointless, for example in the three and a half years he spent in prison from 1923 when a reactionary government arrested him and 189 of his fellow-members of the Socialist Labour Party, or when his political views led to his deportation from the USA in 1920 as an undesirable alien.

Born in 1897, the son of a tanner, he went to sea at sixteen as a cook on a sailing vessel, becoming a fireman in the following year. From 1914 to 1916, when he settled in Boston, USA, he sailed out of British ports and subsequently sailed occasionally on the Great Lakes and the Pacific. His sudden return to Finland with the active encouragement of the US government allowed him to work actively in the political labour movement until 1923 when he was arrested and imprisoned.

He was released on Christmas Eve 1926 and shortly afterwards took over the editorship of a Helsinki workers' paper, a post which he held until November 1929 when he was elected as secretary of the Transport Workers' Union, his first full-time job in the trade union movement. He did not stay with the union very long. A militant trade unionist and socialist, he was no Communist and when he found that many of the vital issues in the union were decided by a group under Communist influence he refused to stand for re-election. He returned to journalism for a time, but in November 1931 he was elected to the Executive Committee of

the Finnish Seamen's Union and a few months later became its General Secretary. These were stirring times with the union fighting for survival, and succeeding, against a semi-Fascist government and shipowners determined to pare seamen's wages to the bone.

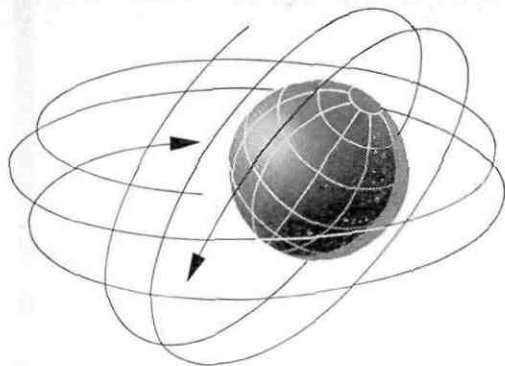
In fact the Seamen's Union was the only labour organization to win through and it did so by taking a daring and dangerous gamble. In 1933, when under the owners' heaviest fire, it took the offensive and called a national seamen's strike. The strike lasted for four months and resulted in a small wage rise and a tremendous increase in the union's prestige and morale. The fact that the union had turned back the tide at a time when the labour movement looked about to be engulfed beyond trace provided a stimulus for the steady if hard-won progress that the union made up to the Second World War.

Niilo Wälläri was one of the strike's leaders and in 1938 he was elected to the union's Presidency. Throughout the unhappy period when Finland was forced into an alliance with Nazi Germany many of her seamen worked for the allied cause but progress on the social front had to wait until after the War. First to be back on its feet, the Seamen's Union soon reached the point where it could claim 100 per cent organization among Finnish ratings and a closed shop. Since then further advances in wages and working conditions have been gained, not infrequently by industrial action.

This has been won under Wälläri's leadership and without the 'aid' of the Communists who have been routed by him and his fellow members through the union's democratic machinery. At the same time he has worked loyally

(continued on page 208)

Round the World of Labour



Old salts get new homes

ANCHOR RETIRED SEAFARERS ON AMERICA'S WEST COAST will shortly begin moving into a new bungalow colony that is being built in Santa Rosa, California, by the Pacific District of the ITF-affiliated Seafarers' International Union (SIU).

The project, which is sixty-eight miles north of San Francisco, is designed to enable retired seamen to live comfortably within the income afforded by standard marine pensions and Social Security payments. An SIU spokesman has stated that the pensioners will pay a maximum of \$90 a month for rent and all meals.

The colony will consist of eighteen bungalows, for one or two men, adjacent to the Marine Cooks' and Stewards' Union's cookery school. Three meals a day will be provided by the school. Total cost of the project will be \$110,000.

Travel assistance for seamen's families

ANCHOR FOR THE SECOND YEAR running the Norwegian State Holiday Fund has placed the sum of 20,000 kr. at the disposal of the Welfare Office for the Merchant Marine to provide travel assistance for seamen's families.

The money will be used to help those who want to visit their seamen-relatives in foreign ports. A condition of such help is that the seamen must have served outside Norway for at least twelve months. The amount of the assistance provided varies, but does not exceed fifty per cent of the total cost of the journey. The maximum amounts payable are 250 kr. for adults and 100 kr. for children.

Paid vacations in US getting longer

GLOBE FOUR OUT OF EVERY FIVE major union agreements now guarantee paid vacations of three weeks or longer, the US Department of Labor reports.

Paid vacations running to four weeks appear in approximately one out of every five major union contracts.

The Department's Report is the result

of a thorough study of union-won paid vacations now provided for in 1,813 union agreements. More than 8,000,000 wage earners are the beneficiaries. Here are a few of the facts disclosed by the new study:

In 1940 only about one union member in four had ever had a paid vacation, regardless of length of service. For the lucky one-in-four, one week's vacation was it.

Last year, four out of every five major union agreements guaranteed paid vacations of three weeks or longer.

Fewer than one agreement in 100 provided for paid vacations of less than two weeks.

Only eight agreements out of the 1,800 required more than a year's service for a week's paid vacation; twenty per cent required less than a year's service.

For three weeks' paid vacation most contracts required fifteen years of service. However, one agreement in four guaranteed three-week vacations for ten years of service or less.

Almost one-fifth of the big plant agreements allow two weeks' paid vacation after service of a year or less.

One in four of the four-week paid vacations required service of twenty years or less but two-thirds still required twenty-five years' service. The shortest length-of-service requirement for four weeks was five years, which appeared in four agreements.

About half the agreements provide rules as to when vacations may be taken. About one in four provide for all employees to take their vacations at the same time during a plant shut-down.

Co-ops pioneering new transport techniques

TRUCK TWO NEW INNOVATIONS IN TRANSPORTATION have been developed by co-operatives in the north-western United States. Pacific Supply Co-operative here is using a two-unit truck which can haul 8,500 gallons of gasoline to farms in the area, and return with a load of 850 bushels of bulk grain. The Dairy Co-operation Association at Portland, Oregon, has in use a collapsible milk tank - after the milk has been delivered, the tank can be rolled up and the truck bed used for a return load.

Goon squads against Tokyo taxi drivers

GLOBE THE DIFFICULTIES OF ORGANIZING MEN EMPLOYED IN TOKYO'S fast-growing taxi industry were highlighted recently when a small taxi firm in the city made use of a fifty-man strong-arm squad - known as the 'Patriotic Youth Corps' (sic) - during a labour dispute involving employees who had formed a union. Previously, the company had tried to dismiss the union employees and replace them, but the latter retaliated by seizing the engine keys and licences of all the cabs and staging a sit-down strike on company premises.

Despite the widespread publicity which Tokyo's 'suicide' taxis have been receiving in recent months as the result of the campaign started against them by the Japanese Ministry of Transport, only ninety taxi companies out of a total of 320 have yet been union-organized. One of the main reasons is the fact that paternalistic employers have now banded together to resist improvements in wages and working conditions by every possible means - including the use of goon squads. It is nevertheless noteworthy that during the first six months of this year some twenty new unions catering for taxi drivers have come into existence - which says a great deal for the efforts being made by the Kanto Passenger Vehicle Transport Union to end the present feudal conditions in the industry.

Shiftwork for juveniles

TRUCK MAINTAINING THAT IT UNDERMINES THE HEALTH OF YOUNG PEOPLE, the German Railwaymen's Union has gone on record against the German Federal Railways' practice of employing juvenile staff on shift work. The railways administration justifies this practice by reference to the Industrial Labour Protection Act, dating back to 1938, which exceptionally allows young employees in the salaried grades to be rostered for night and Sunday duties, whilst juveniles in the so-called preparatory grades are not covered at all by the provisions of the Juvenile Protection Act.

Train guard on the Norwegian State Railways carrying a 'walkie-talkie' as he makes a wagon check. Inspection often has to be carried out in very trying conditions during the winter and the 'walkie-talkie' is then of considerable assistance



Making out the reports from information given over the 'walkie-talkie' system. Below the shelves can be seen the amplifier which by an adjustment to the appropriate wave-length can be used for both the train radio and the 'walkie-talkie' systems



The ITF-affiliated German Railwaymen's Union is pressing for a new Juvenile Labour Protection Act. Meanwhile it is urging the German Federal Railways administration not to apply the out-of-date provisions of the old Act but to regard their young employees as covered by the provisions of the Juvenile Protection Act. In this connection, the union points out that in effect these young people are being trained for higher responsible posts. They should therefore not be regarded merely as so much labour to be exploited.

The continued efficiency and further development of the railways, the union has emphasized, depends on the steady accession of trained personnel to the higher posts against which any exploitation in their early years of training would militate.

'Walkie-talkies' introduced on the Norwegian State Railways

RADIO FOR INTERCOMMUNICATION purposes on freight trains in Norway was introduced before the war. It was discontinued however during hostilities owing to the difficulties of obtaining equipment. It was re-introduced after the war when apparatus was again available.

During the very hard winters in Norway, trains - and their staff - have to work under very trying conditions. In certain districts, furthermore, loads are often exceptionally heavy due to the freezing of the Baltic causing considerable re-routing of freight over the railways.

In such weather, and under such conditions, the guards' duties of inspecting loads, brakes, etc., are made considerably lighter if a 'walkie-talkie' is carried.

'The 'walkie-talkie' has been a great help to us,' said chief guard Johan Nyvold when asked his views on the use of this aid.

'It has certainly saved us a lot of shivering when we have been inspecting wagons. Any job to be done then can be got through more easily and quickly. When inspecting, each guard usually takes one part of the train.

The one that has the end part of the train, on reaching the last of his wagons, can report by radio which the other can then transmit to the driver over the train's normal communication system.'

For greater airline safety

MEMBERS OF THE ITF-AFFILIATED US AIR LINE STEWARDS' AND STEWARDESSES' Association (ALSSA) who attended a Civil Aeronautics Board investigation into a Western Airlines Convair accident made recommendations during the hearing aimed at providing greater crew and passenger safety.

The accident occurred when one of the Convair's engines failed and caught fire. Members of the ALSSA safety committee reported that turbulence in the cabin increased after the stewardess, Miss Grimes, heard a loud report from the engine. 'The cabin became a confusion of flying objects. Loose snack trays, cups, beverage bottles, and other serving items (not including coffee urns or heavy buffet equipment) flew from the galley into the aisle. Pillows, blankets and passenger coats toppled from the overhead racks on to the seats and the floor. Coat hangers were strewn about the coat closet area and the stewardess kit (containing first aid supplies) was thrown from the coat closet into the cabin . . . and

was not recovered. Miss Grimes also noted the loss of her shoes and her stewardess hat (which had been secured with two bobby-pins and a hat pin). Several centre arm rests came loose and were thrown into the aisle. Several seats were pushed completely forward but did not come loose from the anchors . . .

'During the initial lurch of the aircraft upon landing, Miss Grimes' belt broke in the webbing and she was thrown forward against the stewardess desk and partially through the observation window (no glass). Because of her lack of protection during the subsequent rough ride she sustained extensive minor bruises . . .'

The four-point proposals made by the ALSSA committee for improved safety were:

The installation at each crew seat of a shoulder harness which would provide additional protection during the initial lurch of a crash landing.

The proper securing of the stewardess kit, a lethal weapon when flying through the cabin.

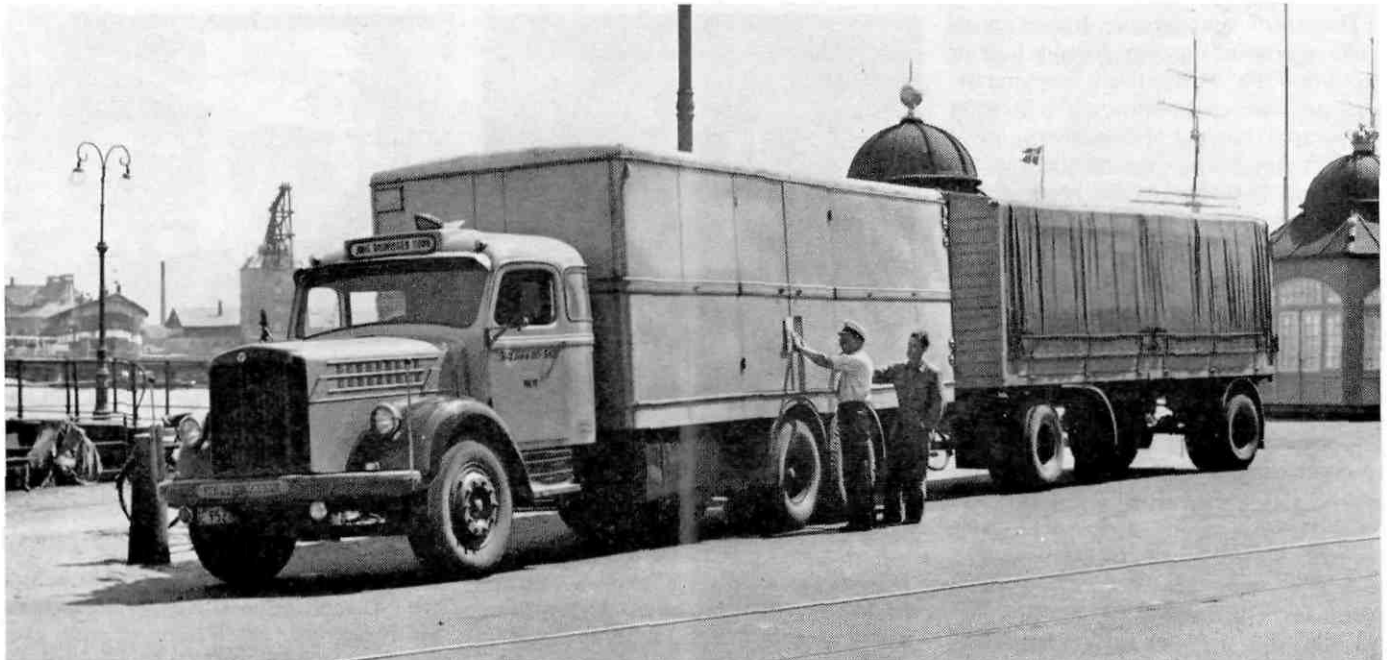
The separation of first aid items from service items carried in the stewardess kit, making the first aid items readily available during emergencies.


Additional attention to passenger carry-on items, especially when stowed in overhead racks.

Death is their co-driver



In the accompanying article the experiences of one Danish driver are described in some detail. They point clearly to the urgent need for a strict control on the working hours of Danish drivers



 LET'S IMAGINE FOR A MOMENT that we are in the head office of a largish Danish road haulage company. Seated behind the desk is the big boss of the company, ready to make a grab for one of the four telephones which are strategically placed near his left elbow. Like all bosses, he has things arranged functionally. The telephones are the province of his left hand; his right hand is free to make notes, etc.

Trucks get larger, more powerful and speedier every year and as they grow so the responsibility of the driver's job grows with them for in the wrong hands these vehicles are a lethal weapon capable of a terrible destructive power

Standing on the boss's right – but at a respectful distance – is one of the firm's drivers. His eyes are red-rimmed from lack of sleep; his chin and cheeks sport a two-day-old growth of stubble. No one can be in any doubt that we are looking at a long-distance lorry driver.

– That's the finish! Nobody can be expected to keep that up! We'll have to find some other way of organizing this driving business!

The words pour forth. Not from the boss. But from the driver. One of the firm's long-distance drivers.

Now, when a long-distance lorry driver gets to the point where he begins to complain to his boss that he can't drive for as long as the firm expects him to do then it's usually also the beginning of the end of his employment with the firm.

The boss wriggles irritably in his seat. To hell with him, he thinks. Some of these

people are never satisfied. But aloud, he answers in his cultivated businessman's voice: There's something wrong with your nerves. You must take it easy. Go home and have a good rest. Tomorrow you'll see things quite differently.

In such a situation, one of two things can happen – but never a third.

The driver takes the boss's advice, goes home, takes a rest, and then reports for duty again, fit and freshly shaved. In this case, the same scene is repeated the following week.

Or, alternatively, the driver digs his heels in, tells the boss that he can take a running jump at himself, and then asks for his cards.

The third alternative which we mentioned? Simply that the boss takes some notice of the driver's remarks and limits his working hours to what is humanly possible and legally justifiable. We have never heard of

this actually happening.

No doubt a number of our colleagues will recognize the situation which we have described above. But not all of them – fortunately – have personal experience of it, and so it may be worthwhile to take a closer look at its background. And what could be more natural than that we should ask one of our long-distance drivers what this type of work usually implies.

When we approach Brother Gunnar Hansen, he smiles slyly and asks us whether it's purely by chance that we ask his opinion or whether there's some special reason for it. And we have to admit right away that it certainly isn't any accident, for Gunnar Hansen is currently playing a leading role – as prosecuting counsel in fact – in a labour case which is aimed at revealing and correcting examples of contract-breaking so far as the wages, working hours and working conditions of

Mechanical mishaps are something every driver dreads, for apart from the danger they can bring, putting them right often takes a long time with a consequent rush to catch up on a schedule

long-distance drivers are concerned.

– Well, says Gunnar, I'll be very glad to tell something about this long-haul business, but I'd like to make it clear at the start that most of my driving has been done in Sweden and that what I say will be based on that experience. Although there's really no great difference between driving in Sweden and Denmark so far as we're concerned.

– On the other hand, the working conditions of Danish long-haul drivers can't be compared with those of our Swedish colleagues and it is precisely because of that difference that so many Danish drivers have to drive until they drop. Not merely that, they often literally drive into their graves.

This sounds interesting and we ask Gunnar to enlarge on it a little.

– Well, road transport drivers in Sweden work according to fixed rules. The most important point is that not only is there a speed limit but also a limit on the number of hours which they can be required to drive per day. In theory, that's also true of Denmark, but in Sweden the police check very thoroughly to see whether the rules laid down for goods road transport are applied, and they take really strong action if they find they're not.

Our police don't show the same amount of interest. That's not surprising though, because they really have very little opportunity of checking on anything apart from whether the lorries are overloaded or not. In Sweden, on the other hand, all lorries are compulsorily equipped with the so-called 'gossip clocks' (tachographs), so there's no possibility of arguing with the police about the facts when one of their patrols stops a lorry. The police simply unseal the tachograph and can get all the information that they're interested in from it: how fast the lorry had been driven and how long the driver has been at the wheel.

– The Swedish police also stop Danish lorries. But, of course, these aren't fitted with 'gossip clocks', so that the police have no way of checking on anything. Except, that is, to note that Danish long-distance lorries very often end up in a ditch with all four wheels in the air.

This gave us something to think about. Of course we knew all about the well-organized system of road transport in Sweden, of which the supervision exercised by the authorities is considered as a natural and necessary part, but Gunnar Hansen was saying quite baldly that Danish long-distance drivers are worked until they literally drop from fatigue – and that after all is the crux of the whole business.

Our object in writing this article was to illustrate how inhuman the conditions under which Danish long-distance drivers work really are, and thus contribute to an improvement in them which will not only benefit the lorrymen themselves but also increase safety on the roads of Denmark and the other European countries over which they drive. We therefore asked Gunnar Hansen if he considered that the practice of 'driving round the clock' was common among Danish road haulage workers.

– That's not really the right way of putting the question, he answers. The real point is to what extent long-distance lorrymen 'drive round the clock', because in my experience it's true to say that practically all of them drive well beyond what should be normal. The fact is that nearly all Danish road-haulage men who drive in Sweden are unpopular with their Swedish colleagues, simply because they don't respect rules of the road which are considered by the Swedes as a natural part of their working conditions.

The Danish road hauliers simply can't get enough out of their vehicles. They demand that the lorries be kept rolling all the time and this in conjunction with the fact that in most cases the drivers also have to load and unload rigs that carry anything between ten and twenty tons of freight, gives you a good idea of what the job involves.

And, of course, we know the type of lorry which is used on long hauls. Only very few of them have sleeper berths and can be manned by two drivers. In other words, one man has to do the whole run in most cases, usually under orders that a certain town has to be reached at a certain time on a certain day.



A heap of twisted metal and shattered wood, the remains of a truck. How many of the accidents which go to make such scenes can be traced to excessive working hours, which reduce the driver to a 'road-drunk', half-conscious nervous wreck? Just one would mean one too many

Since we knew that Gunnar had himself worked on the Swedish run for six months and that it was his experiences during this period which led to the case we have already mentioned, we asked him if he could give one or two examples where orders issued by road haulage firms had prevented their drivers from getting the proper rest which is so essential to road safety.

Well, he answered, let me tell you about the runs that made me start seeing things in the middle of the night.

— I reported for duty as usual at seven o'clock in the morning, checked the rig — you know, oil, air, etc. — and then received instructions to load up for a long haul. The loading was quite a job in itself. I had to pick up some of my freight in one part of the town and then go elsewhere for another lot. Naturally, everything has to be stowed very carefully, because it's not much use if it starts shifting about during the trip. Well, anyway, these two lots just about half-filled my lorry, and then I went to pick up the remainder of the load from the goods depot.

— When I arrived there, I was told I had to take about a thousand cheeses and several crates of butter. As you know, food-



stuffs mustn't come into contact with other goods, so I had to set about restowing the whole load. But before I could get round to that I had to go out into the town again to pick up three tons of magazines and books as the result of a telephone call.

— Well, finally the whole lot was loaded — the last item being a couple of pieces of machinery. The time was now 5.30 p.m. and I had ten hours' hard work behind me. Then the run itself started, my arrival time in Helsingør being 6.45 p.m.

Before crossing over to Sweden on the ferry, I had to check through papers with the company's representative in Helsingør, and then be on hand while the customs officials went over the dutiable freight. Arrived in Sweden, I got a dressing-down from the Swedish forwarding agency I was to contact. Apparently they had been promised that the lorry would be coming across on the 4 p.m. ferry.

At eight o'clock that evening I was ready for the trip through Sweden to Stockholm — about 600 km (372 miles) away. The company had promised that I would arrive there at eight o'clock the following morning. You see, I had perishable goods aboard

that had to be put into cold storage as soon as possible.

For the first couple of hundred kilometres everything went fine. Then I started to feel the effects of my long day. I stopped, had a cup of coffee, and was ready for the remaining four hundred kilometres. However I soon started to get sleepy again, but by smoking cigarettes — the long-haul man's favourite stimulant — I managed to keep on my toes. Or so I thought!

Suddenly I began to notice that the big Swedish lorries were beginning to overtake me. My first thought was that something must be wrong with my own rig. So I checked the ignition, the oil and my speed. The latter had dropped to about forty km an hour. There was nothing for it but to get out, have a breath of fresh air and stretch my legs a bit. Afterwards, my speed went back again to about seventy km an hour. I arrived in Stockholm at 9.0 a.m.

My night without sleep didn't seem to have affected me all that much and I felt quite pleased with myself. Unloading in Stockholm and then picking up the return load in two different parts of the city had woken me up. It wasn't a heavy load, and



Not the least strenuous part of a driver's work consists of looking after the load. If this should be done carelessly then the results can be disastrous for both the driver and his company

the lorry made good progress. After snatching three hours' sleep while parked off the road, I got to Helsingør the following morning.

– At the Customs I had to wait some time while my papers were cleared, and I used this to take a nap in the cab.

Gunnar lit a cigarette and there was a pause. We asked cautiously what had happened to 'the things he saw in the night'. We hadn't heard anything about them yet. No, he said, that happened the following night. I hadn't finished driving yet by a long chalk.

He went on: As soon as I had finished with the Customs, I was told to get in touch with my firm. I should load up again as soon as possible and take a crane to a factory in Gothenburg (Sweden) which couldn't carry on working without it.

I protested, but was overruled. Listen, Hansen, they said, you get on with the job. Afterwards you'll have all the free time you need to rest.

Well, I went along with this. It was an easy enough load. Three lifts by the big crane at the Customs Shed and I was ready to go. So off I went, crossed over from Helsingør again and arrived in Hälsingborg at four o'clock in the afternoon. Customs cleared me, and I got in touch with the firm in Denmark. I was told to ring through to Gothenburg about an hour before I arrived there so that a couple of men would be waiting to take delivery of the crane. It was a rush job, they impressed on me again.

At 5.30 I began the 300-km run to Gothenburg. But I was tired and sleepy. I didn't wake up properly for some time. I discovered too late that it wasn't so easy to keep the lorry on the road by using the gear-box, so I used my brakes far too much with the result that they started smoking like mad.

I got away with a fright, however, and on the whole I felt rather pleased with myself. I hadn't fallen asleep at the wheel, and the scare I'd had woke me up properly. I carried on driving – after all, they were waiting for me in Gothenburg.

A little while later I was stopped by a

class of schoolchildren who were learning how to cross the road under their teacher's instruction. When they reached the centre of the road, the kids turned towards me, stuck their tongues out, and generally started behaving like madmen. Then they suddenly disappeared, only to re-appear from the ditches at the side of the road and run in front of my lorry until I thought a dreadful accident was absolutely certain. I climbed out on to the running-board and began to shout at the teacher. I got sworn at for my pains and told to go back where I'd come from.

And then, all at once, I realized that I was going along a main road at seventy km an hour and that there wasn't a soul for miles around. Not only that – it was about midnight.

Sick with fright, I stopped the lorry and walked about in the cold night air until I was really awake again. I'd just experienced a real nightmare.

But off I had to go again, I was expected in Gothenburg and there was a lot at stake for the factory.

About twenty km from Gothenburg, the lorry gave a terrific lurch. I think I must have reacted instinctively and I have Providence or Lady Luck or whatever it was to thank for the fact that I'm still here today.

I'd run right on to the grass verge and lost control of the lorry, which then ploughed into a dip at the roadside with the result that the driving cab tilted over and the right front wheel left the ground. Fortunately, the speed at which I was travelling, aided by centrifugal force, brought me back on the road again.

I got away unscathed except for the damage to the lorry itself: some pretty deep dents in the wheel housings and a badly-bent hub.

About half a mile further on I stopped at a service station. When I got out of the cab, I broke down completely and cried like a child. The pumpman had to ring through to Gothenburg for me and tell them what had happened. As I hadn't very far to go now, they said I could take it very easy for the rest of the trip. So the

factory finally got its crane, but with a bit of delay.

I unloaded and the following morning started back for Denmark. I stopped a little way outside Gothenburg and lay down in the cab to try to get a couple of hours' sleep.

I didn't wake up until the next day.

Well, that was Gunnar Hansen's description of just two trips to Sweden and, as he pointed out to us, he'd heard very similar stories from other colleagues.

And, in fact, any newspaper reader can back Gunnar up on that. Almost every week – and sometimes several times during the same week – you can read about Danish long-distance lorries which have been involved in accidents on the roads of Europe. Nobody runs into *them*, they just run into disaster themselves – because their drivers are simply dead-tired.

Reports of such accidents are so common that they're usually only given space on the inside pages of the papers. Like this one, for example, which we read a little while ago:

'Meat lorry crashes on Autobahn'

'Seven tons of fresh meat and 1000 hams were scattered over the Autobahn between Nuremburg and Munich, when twenty-three-years-old Copenhagen lorry driver B.N. – who was suffering from fatigue – drove his vehicle off the road and his trailer overturned. The lorry's load – originally worth about 70,000 German Marks (a little under £6,000) – was sold for considerably less than that in Munich yesterday.'

On this occasion, the driver escaped with a fright, but unfortunately that isn't always the case. Only a couple of days later, we read of another Danish long-distance driver who crashed into a lorry which was slowing down in front of him and was killed outright.


And when you have spoken to Gunnar Hansen about the long-haul business, you can understand only too well why these senseless accidents to Danish long-distance drivers happen.

(by courtesy of 'Chaufføren')

What they're saying



Ninety-nine human beings

 SOME OF THEM were on their way home. Others were going to a sports meeting. Still others wanted to visit relatives, deal with business matters or take a rest. None of them reached their objective. The Atlantic Ocean was to become their grave.

Reports on the air accident which occurred west of Ireland are very incomplete. They will remain incomplete, because no one can say with certainty how the catastrophe happened. Despite all progress, despite all technical achievements, there still remains something which is stronger than we human beings, something so very unpredictable.

It would seem that a very sudden accident took place inside the aircraft. An emergency landing was apparently not possible. What happened in the aircraft during those last few seconds? A boy was found wearing a life-jacket. Did his mother have time to put it on? Why then didn't the radio officer have time to send a distress call? Was the aircraft's last position sent out by W/T or R/T?

The fact that inflated life-rafts were found can be explained by the fact that the aircraft broke up on impact and the rafts were thrown into the water.

Was it an explosion on board? Sabotage? Question follows question.


It is said that flying is safer than traveling by car. But – is it really true that the march of automation makes navigators and radio officers superfluous?

In modernizing air travel, are all possible measures taken to remove even the smallest accident-potential? Are commercial interests always subordinated to the demands of safety?

Today, big aircraft carry between 70 and 100 passengers. Tomorrow, it will be 150 to 200. That's something one should think about.

from DIE WELT, Essen

Isn't this peculiar?

 'LABOR' has often pointed out that Big Business men loudly laud 'free

competitive enterprise', but don't practice what they preach. Now a striking example, with a new twist, is reported in the Wall Street Journal. It tells a story which boils down to this:

An international cartel called the Tin Council – composed of British, Dutch and US corporations – for many years has been restricting production of tin and fixing its world price. At present the 'floor' price enforced by the cartel is nine and a half cents a pound.


Recently, however, Russia has been selling tin below that price, much to the consternation of the cartel. So the international tin magnates invited Russia to become a member of the Council and join in the price-fixing and restriction of production. Russia declined the invitation.

Likewise, the United States and other nations of the international aluminium cartel are howling with rage because Russia is beginning to sell aluminium at less than the fixed 'world price'.

That's a peculiar situation. Communist Russia practices 'free competition' in the world market while private businessmen of the United States and other 'capitalistic' countries devoted to free competition are trying to get the Soviet Union to stop practising it.


from LABOR, the US railwaymen's weekly newspaper

An indispensable force

 WITH THE WORLD shrinking the way it is and the interests of transport workers becoming ever more closely inter-related there can be no question about the tremendous importance of the ITF. As far as seamen are concerned, it is an indispensable force for protecting the standards which American unions have achieved and for helping seamen in other countries of the world to forge ahead.

*Joseph Curran, President,
US National Maritime Union*


Bad shipmates

 ONLY THOSE of us who have faith in democratic procedure, with its obligations of solidarity and its respect for elected and responsible leadership, can

tackle these trade unionists who are bad shipmates, and discipline them, as they should be disciplined, in accordance with trade union rules. We know who they are. Some are Communists dedicated to disruption; others are self-styled militants whose minds are so closed that the whole development of collective bargaining has passed them by.

*Tom Yates, General Secretary
National Union of Seamen*

A fighting faith for freedom

 THE ONLY WAY by which Negroes and labor can get politicians, Republican or Democratic, to respond favorably to their demands is to develop and keep the political propaganda pressure on them. This is the only language the politicians can understand.

It is a matter of historical record that politicians will not move in behalf of worthy and just causes unless the people move them, and the people cannot move them without the use of the ballot or the threat of the use of the ballot to put them out or in public office.


Today organized labor has its back to the wall and is fighting for its life. It realizes that a basic method for survival is to make use of the ballot on a big scale. By the same token, the Negro today has his back against the wall and he, too, must fight for survival. To this end, he must make use of the instrumentality of his suffrage.

But in order that Negroes may develop the moral and social dynamism necessary successfully to grapple with this crisis of the civil rights revolution, they must have a rebaptism in the strong waters of a fighting faith for freedom.

There must be a rebirth of hope and a burning passion for the status of free men. There must come a rededication and re-consecration of the Negroes' life and labor beyond the call of duty, to struggle, to sacrifice and to suffer for freedom, equality, human dignity and a better tomorrow.

*A. Philip Randolph, President, ITF-affiliated
US Brotherhood of Sleeping Car Porters*

Financial troubles on the European railways

 LAST APRIL A 250 MILLION DM LOAN was floated by the German Federal Railways – and was taken up in the course of a few hours. This may be regarded as an encouraging sign except for one fact: the purpose of the loan was not the modernization and rationalization of the German Federal Railways but the consolidation of outstanding credits. In other words, the money was to be used to convert short-term debts into a long-term one. Meanwhile, the Federal government subsidy, which amounted to 1,300 million DM in 1957, was cut down to 825 million DM for operations in 1958. Furthermore, the February 1958 increase in rates will in all likelihood fail to bring in the estimated surplus of 650 million DM as goods traffic has fallen off considerably. When we add to this the fact that the German railways are now expected to pay the transportation tax of which they had been relieved during recent years, and from the payment of which other forms of transport have been absolved for a number of years, it appears that the German Federal Railways are having their troubles in very much the same way as their Austrian and Swiss neighbours.

Swiss railways reports covering the first three months of 1958 indicate an increase in passenger receipts compared with the same period in 1957 (from 69.5 million Sw. frs. to 73.3 million Sw. frs.) but a decrease in mail and freight receipts from 124.8 million Sw. frs. to 106.1 million Sw. frs. The total drop is therefore 14.9 million Sw. frs. Operational costs on the other hand rose by 8.3 million Sw. frs. When commitments amounting to 48.3 millions Sw. frs. in the form of depreciation and allowances to pensioners to cover the increase in the cost of living are taken into account, a surplus of 25.3 million is turned into a deficit of 23 million Sw. frs.

Difficulties of this kind, leading in many cases to the curtailing of services, have not sprung up overnight. They could have been anticipated, and in Austria a warning note was sounded against the too optimistic estimates of railway receipts in the 1958 budget. The warning went unheeded.




During the first four months of 1958, goods traffic receipts on the Austrian railways dropped by about 120 million Schillings. (As a result, the railways development plan has had to be retrenched.)

From a comparison of these three countries it appears that there is a general failure to face up to the real problem and to adopt the requisite measures. There seems to be preference for jogging along and muddling through as best as one can instead of a clear recognition of the need to make a hard and fast distinction between operational activities, social commitments and subsidizing of the general economy.

Here in Austria, we note that all these aspects of railway expenditure are treated as one. Figures thus arbitrarily arrived at are then used to support attacks on the railwaymen's standards of living. This comparison between Germany, Austria and Switzerland has been made in order to demonstrate that a deficit on the railways cannot be attributed to the inefficiency of the railway staff but is solely due to the method of accounting. If railway accounts were kept correctly and with a full sense of responsibility, these 'book' deficits would disappear.


From DER EISENBÄHNER, (Austria)

BEA to cut out 'frills'

 IN PRESENTING recently the report and accounts of British European Airways for the financial year 1957-58, the company's chairman, Lord Douglas, stressed the need to bring down fares. This, he said, BEA intended to do by increasing passenger accommodation and cutting out some of the 'frills' or amenities. They had to consider the aircraft of the future on short routes as something akin to a bus 'without drinks and cigarettes handed out by the conductor.' He believed that passengers would be ready to accept a lower standard of comfort with new and faster aircraft.

BEA made a record profit of £1,054,807 in the year and is now the second largest international carrier in the world. Traffic had fallen off, however, in the winter of 1957 and the fall had continued into the current financial year. The company believed that the best way to fight this trend was to reduce fares and they also thought that a fares supplement of some ten per cent should be charged for jet aircraft, at least initially, 'if existing aircraft types are to continue in service and airlines are to avoid an unnecessarily fast and expensive re-equipment programme.'

Pusher craft in Nigeria

 PUSHER CRAFT were first introduced into Nigeria in 1950. Starting with small trains of sixty tons, the operating company soon worked up to barge-trains of 2,800 tons capacity. The latest vessel to undergo trials (in Loch Long, Scotland) before shipment to Nigeria for use on the Niger and Benue rivers is an integrated barge train, consisting of the pusher craft and eight barges, measuring 630 ft. overall with a beam of sixty-six ft.

The pusher component is a twin-screw tunnel type vessel specially designed for use in shallow waters, having an extreme draft of four and a half ft. Each of the two engines has a continuous output of 560 b.h.p. at 1,250 r.p.m.

The master's cabin is on the navigating bridge deck adjacent to the wheelhouse.

A deckhouse on the upper deck forward contains cabins for chief engineer, first and second mates, tow pilots and second and third engineers, together with a messroom.

On the main deck, the forward deckhouse contains cabins for three quarter-masters, two apprentices, two cooks, three greasers and six deckhands.

The pusher craft is equipped with radio telephone permitting communication with the operating company's headquarters in Burutu and their principal stations in the service area.


The nine units composing the train consist of two leading barges, four intermediate box-barges, two training barges and the pusher craft. Each box and trailing barge has a two-berth cabin and galley.

When loaded to a draft of five feet, the entire train has a displacement of 4,650 tons and is capable of transporting a total of 3,660 tons of cargo.

A sister pusher craft is expected to follow the first at a short interval.

The company responsible for the construction of these vessels has also been associated with integrated pusher craft and barge trains for West Africa and the Sudan as well as the oil-barge trains recently put into service on the Irrawaddy.

Report on electrical fishing

 THE FOOD AND AGRICULTURAL ORGANIZATION (FAO) has published a book on electrical fishing designed to eliminate 'confused views and ideas about electrical fishing which might hamper its future development.'


One of the advantages claimed for this form of fishing is the greatly improved quality of the flesh of fish paralysed or killed electrically. By this method the accumulation of lactic acid during the death struggle is prevented and the onset and disappearance of rigor mortis delayed.

Electrical gear is being increasingly used in sea fisheries. It is now possible to concentrate shoal fish by keeping an electrode before the aperture of a trawl net and to paralyse the fish so that they cannot escape the trawl.

Such an electrode will attract fish even

from a lower area of the electrical field and guide them into the catching area. An electrical midwater trawl also enables the otherwise unfishable uneven bottom to be fished as the fish living near the ground are attracted towards the electrode.

Harbour radar system

 IN ORDER TO PROVIDE more safety for ships entering and leaving the port of Hamburg when visibility is low by means of shore-based co-ordination and information, a harbour radar chain of five stations along the waterway from the boundary of Hamburg to the port of Hamburg is now being established by the authorities here. Experimental works preceding this programme have been conducted from 1952 to 1956, with inter alia a portable radar set throughout the entire area of the port of Hamburg. The Hamburg chain is the 'upper' end of the great Elbe radar system which will extend from the light-vessel ELBE I in the North Sea to the Port of Hamburg. Following extensive trials and research work in this area federal waterways administrative authorities have now commenced the building of the first section of the system between ELBE I and Brunsbütterkoog, whilst the section along the Lower Elbe up to Hamburg is taking shape on the same authority's blue-prints.

The main information and co-ordination centre of the Hamburg chain will be installed in the station two which is situated in the Harbour Pilotage Office. Specially trained and experienced pilots will be on service there.

(continued from page 199)

for the ITF with the boldness and decisiveness which have so characterized the union in the past and there is no more fervent or effective supporter of the Panlibhongo campaign.

Times are still troubled in Finland but Wälläri has coped with troubles before and the rougher the going the better he likes it. It is certainly hard to think of him or his organization succumbing to even the most resounding catastrophe.

International Transport Workers' Federation

President: H. JAHN

General Secretary: O. BECU

7 industrial sections catering for

RAILWAYMEN
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
- 197 affiliated organizations in 62 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 • Ceylon • Chile
Colombia • Costa Rica • 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 • Nicaragua • Nigeria • Norway
Nyasaland • Pakistan • Panama • Paraguay
Philippines • Poland (Exile) • Republic of Ireland
Rhodesia • St. Lucia • South Africa • South Korea
Spain (Illegal Underground Movement) • Sudan
Sweden • Switzerland • Tanganyika • Trinidad • Tunisia
Uganda • Uruguay • United States of America

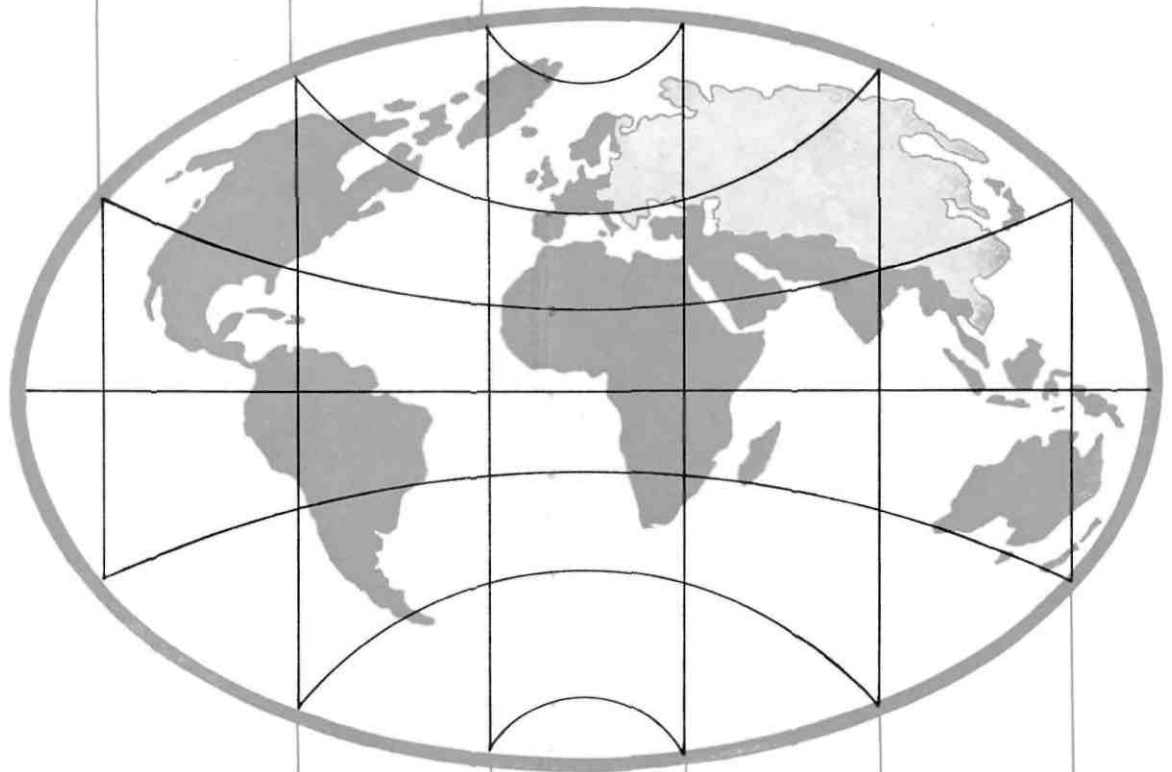
Publications for the world's transport workers

International Transport Workers' Journal

Internationale Transportarbeiter-Zeitung

ITF Journal (Tokyo)

Editions of Journal



Editions of Press Report

Pressebericht

Pressmeddelanden

Communications de Presse

Transporte (Mexico City)

Press Report Two separate editions in English issued in London and Tokyo