

International Transport Workers' Journal

4



in this issue

Volume XXV No. 4 April 1965

'Two worlds' still far apart

Sea school in Hong Kong

Seamen's employment in India *by* S. Bannerjee

Computer helps save life at sea

The Danube boatmen

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4

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Comment

A horse tram on the runway!

IF YOUR READING WERE confined to the daily Press and your listening and viewing to certain radio and TV discussion programmes, it would be very easy to believe that restrictive practices (the current phrase for restrictionism, protectionism, red tape and generally idiotic rules and regulations) had in some mysterious manner become the exclusive province of the trade union movement. However, if you were to delve a little deeper behind the carefully selected news items and the heavily-loaded 'factual' discussions you would certainly come up with a very different story.

An example of this was recently given by the very creditable self-criticism indulged in by the members of the International Air Transport Association at their 1965 public relations conference. A representative of KLM was particularly scathing in his remarks about both the airlines themselves and some of the red tape indulged in by national governments in the air transport field.

He instanced the four children flying back from school in Europe to their parents in Port of Spain (Trinidad) via Curaçao. Instead of refuelling in the Azores the aircraft captain decided to use Port of Spain. But do you think the children were allowed to disembark, even though their parents came to the airport to collect them? Not a bit of it. On to Curaçao they had to go and then come back again. Crazy? Then how about this?

A Minister of Transport was waiting at his national airport to travel by his national airline to Mexico, when he heard that the flight had been indefinitely postponed. A flight of another national airline was, however, scheduled to depart for Mexico and had empty seats. But to the Minister's chagrin he found that he could make no use of it because his own government had refused the foreign airline any traffic rights in his country. The story has it that the Minister eventually gave himself a personal dispensation and flew off. A nice ending, but one wonders about the hundreds of airline passengers who find themselves in similar circumstances each year but can do nothing about it.

No wonder that the KLM spokesman complained: 'A jetliner costing six million dollars, with 120 passengers on board, is suddenly confronted with a horse tram on the runway after it lands!'

'Two worlds' still far apart

ILO annual labour survey reports



ON THE WHOLE, THE WORLD LABOUR SITUATION in 1964 followed the pattern of previous years; on the one hand, continued improvement in the industrialized countries, on the other, a persistently wide gap between industrialized and developing countries. Such is the picture that emerges from statistics published by the International Labour Office. Most industrialized countries continued to enjoy a period of notable prosperity. Economic expansion continued, the over-all level of employment rose, unemployment declined and an increasing number of European countries called in foreign labour. Higher wages were only partly absorbed by higher consumer prices. In a few industrialized countries, however, expansion tended to slow down towards the end of the year.

Figures for developing countries are still scattered; information received, however, indicates that these countries continue to suffer from high rates of unemployment and underemployment. Virtually everywhere, employment opportunities are increasing at a slower pace than the labour force; often, too, the situation of the workers is affected by every substantial rise in prices. There has, therefore, been no narrowing of the gap between workers in developing countries and those in industrialized countries. Employment records established in 1963 were broken in 1964 in virtually all industrialized countries despite a great decline in the number of persons employed in agriculture. With the exception of Argentina, Switzerland and Zambia, employment in manufacturing increased in all countries for which data are available, often at a faster rate than in 1963.

In the industrialized countries, unemployment remained at a very low level or dropped even more. The man-



power shortage from which several European countries suffer, and particularly the shortage of skilled workers, became still more acute. In the United Kingdom and the United States, a long period of increasing unemployment was reversed. In the United States, however, almost 5 per cent of the labour force is still unemployed. Consumer prices continued to rise in 1964. This rise was pronounced in more than half the countries surveyed—especially in certain European countries, where it exceeded 5 per cent. In one country out of six, it was more than 10 per cent; in five developing countries, inflation caused prices to rise more than 40 per cent.

Money wages rose in nearly all the countries for which data are available. Except in a small number of developing countries, real wages also rose, prices not having gone up as fast as earnings. In several countries, the increase in purchasing power was due in part to increases in overtime work. As in the previous years, the *general level of employment* went up in virtually all the countries for which figures are available; only Italy, Malawi and Zambia reported declines in employment. Record figures were reached in many industrialized countries, often as a result of increased numbers of women workers and of recourse to foreign labour. In July 1964, the number of employed persons in Canada approached 7 million for the first time. In the Federal Republic of Germany, the arrival of the millionth foreign worker was celebrated early in the autumn of 1964. At that time, foreign workers in Switzerland numbered some 900,000. Austria, Belgium, France, Luxembourg and the Netherlands also employ many foreign workers, chiefly from Italy, Spain, Greece, Turkey and Portugal.



However, the rise in the general level of employment seldom exceeded 2 per cent. In most industrialized countries, it was slowed down by a continuing drop in *agricultural employment*. This decline was particularly notable in Canada, Denmark, Finland, Italy, Japan, Puerto Rico and the United States. In the United States, almost a million workers left the land during the past five years. In Denmark, only 15 per cent of the total labour force is still employed in agriculture, as compared with 23 per cent in 1955. In Japan, 600,000 workers left agriculture for other sectors of the economy between July 1963 and July 1964. The figure for the same period reached 400,000 in Italy, where a 2 per cent increase in employment in the

other sectors could not make up for the decline in agricultural employment.

Employment in the non-agricultural sectors increased in nearly all the countries considered. The rises ranged from less than 1 per cent in the United Kingdom to slightly more than 12 per cent in Puerto Rico, but were mostly between 2 and 5 per cent.

Employment in manufacturing remained stable or increased in almost all the countries for which statistics are available. It rose less than 1 per cent in Austria, Colombia, France, the Netherlands and Sweden, and 6 per cent or more in Yugoslavia and Zambia. Canada, New Zealand and Puerto Rico reported a rise of about 5 per cent. In Australia, Ireland, Israel and

Poland, the increase ranged from 3 to 4 per cent.

However, a drop in employment in the manufacturing industries was observed in Argentina and Switzerland. In the latter, Government efforts to curb immigration caused employment to fall 0.5 per cent. In Argentina, the continuous drop observed in recent years was less pronounced—only 2 per cent between July 1963 and July 1964 as compared with 13 per cent during the previous twelve-month period.

Unemployment continued to diminish in most industrialized countries; in many of them, it reached a very low level, often less than 1 per cent of the total labour force. In some countries, such as Luxembourg and Switzerland,

there are virtually no registered unemployed.

An appreciable drop in numbers of unemployed was observed, notably in Australia, Denmark, the United Kingdom and the United States. In Austria, Belgium, Canada, the Federal Republic of Germany, India, Israel, Japan, New Zealand, Norway and Yugoslavia, there were fewer unemployed at the end of 1964 than at the end of the previous year; in Ceylon, Chile, Finland, Greece, Ireland, the Netherlands, Puerto Rico and Sweden, the unemployment level remained virtually unchanged.

In the United States, the number of unemployed decreased by 200,000 between October 1963 and October 1964, and, for the first time since 1957, the unemployment level remained under 5 per cent of the total labour force for five consecutive months. It is noteworthy that this decline affected in particular workers who had been out of a job for 27 weeks or more.

In the United Kingdom, unemployment, which had increased almost continuously from August 1961 to February 1963, began to diminish in March 1963. This drop has continued almost without interruption since then, and the number of unemployed in each month of 1964 was less than that in the corresponding month of 1963; it fell to 370,000 in November 1964, a figure lower than any recorded for that month in seven years.

In other countries, however, the number of unemployed increased during the past twelve months. An appreciable rise was noted in Burma, France, Spain and Turkey, as well as in Italy and Sierra Leone. In Spain, there were 138,000 unemployed in September 1964. In Italy, the unemployed numbered 530,000 in October 1964 as compared with 400,000 in October 1963; the level did not, however, reach 3 per cent of the total labour force.

Consumer prices continued to rise in 1964 in virtually all of the 100 countries for which data are available.

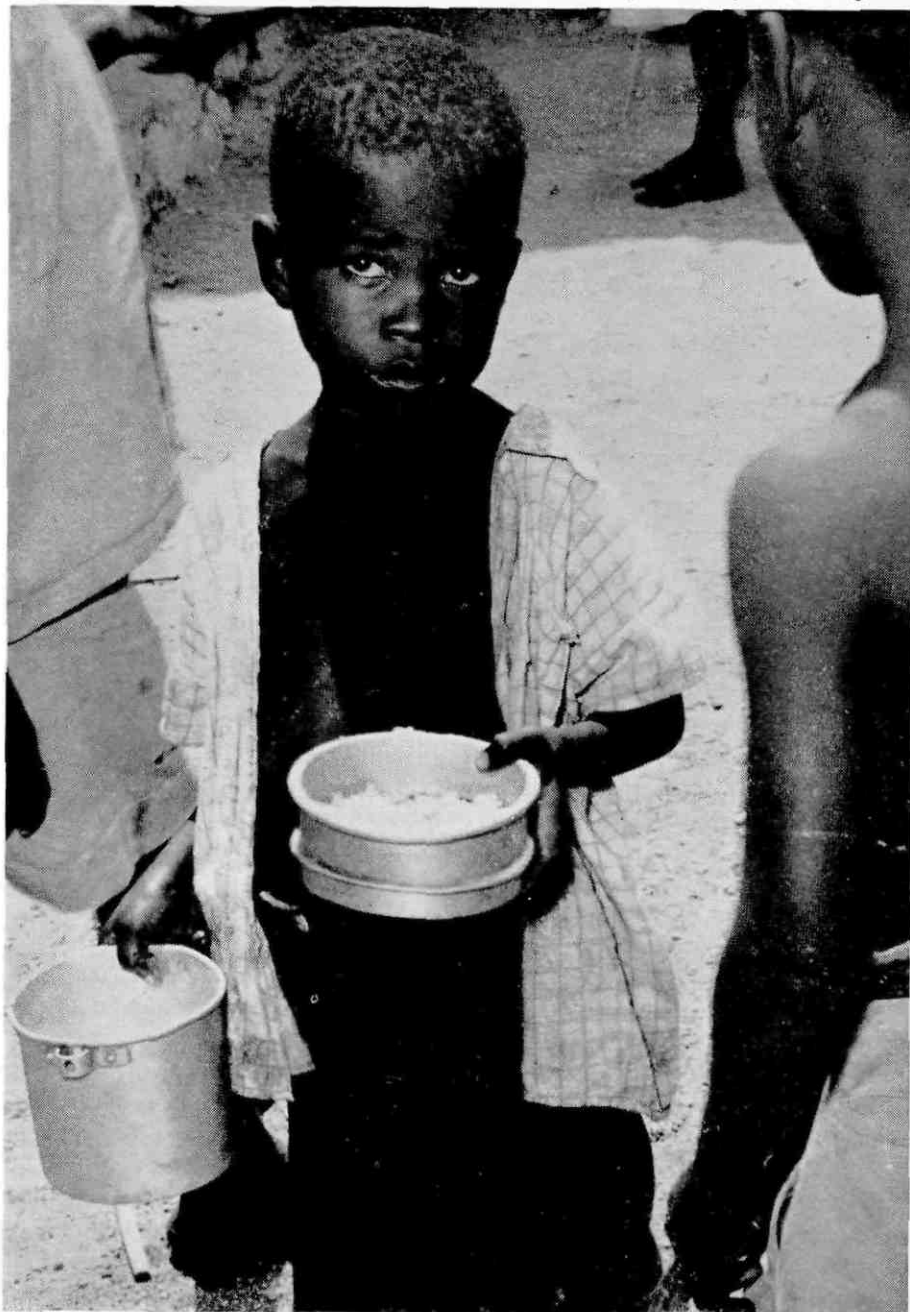
The rate of increase was more than

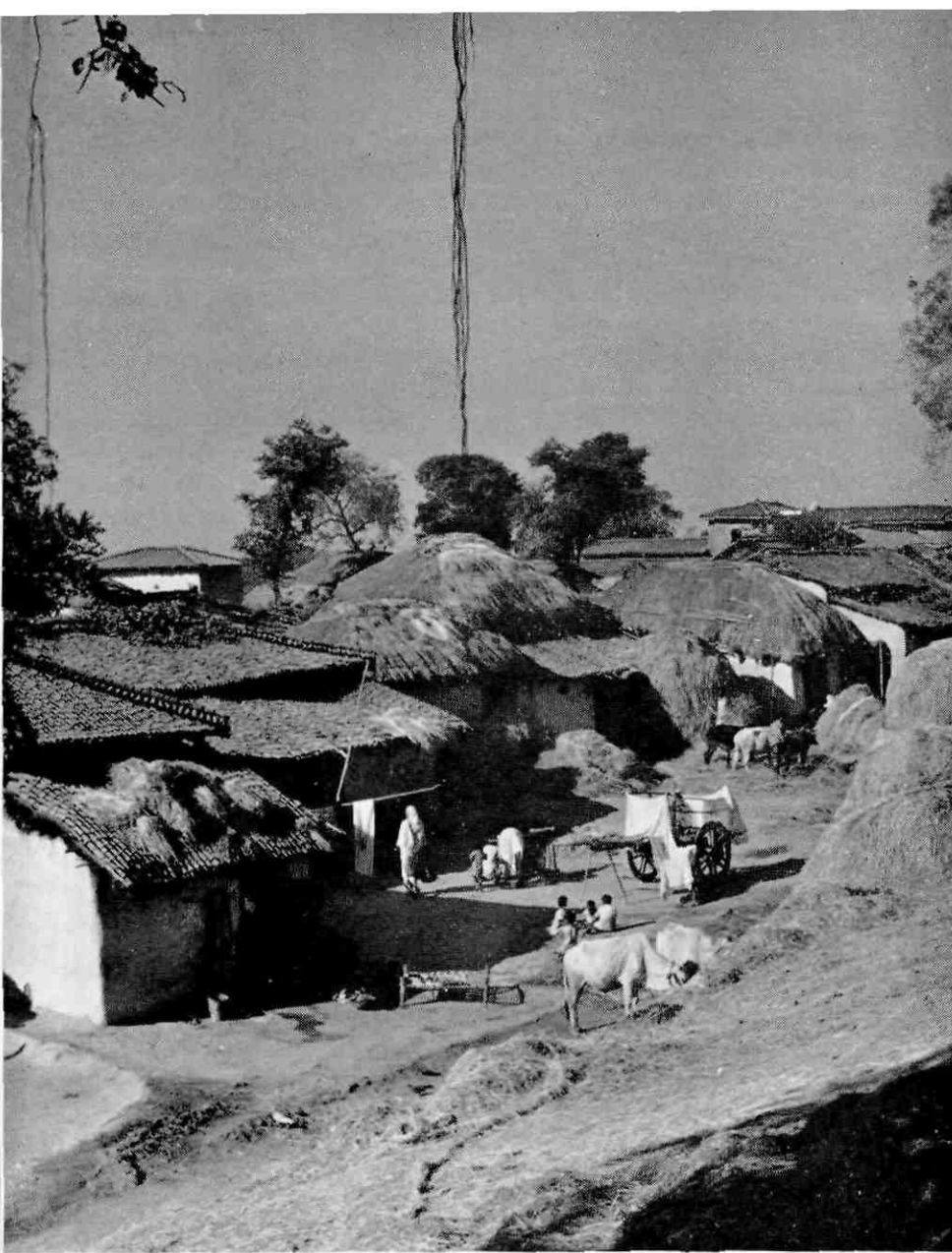
10 per cent in these 16 countries; Argentina, Brazil, Chile, Congo (Leopoldville), Iceland, Indonesia, Laos, South Korea and Uruguay—countries in which the rise had exceeded 10 per cent in 1963—as well as in Ghana, India, Japan, Sierra Leone, Spain, Surinam and Yugoslavia. Rises of between 5 and 10 per cent occurred in 17 other countries and territories (Central African Republic, Chad, Finland, French Polynesia, Greenland, Hong Kong, Ireland, Italy, Mauritania, the Netherlands, Norway, Pakistan, Peru,

Philippines, Sudan, Tunisia and Uganda). In 36 countries, the rises reached 2 to 5 per cent; and in 25 others, price levels remained the same as in 1963 or rose less than 2 per cent.

In six countries and territories—Cape Verde, Cyprus, Iraq, Malaysia, Poland and Thailand—a slight fall in consumer prices was observed. In Kenya, the retail prices of articles consumed chiefly by the African population fell, while those of goods and services supplied to Europeans rose.

As in the previous years, the great-





and the Netherlands). Industrial workers in Austria, France, Federal Republic of Germany, Japan, Norway, Puerto Rico, Sweden and the United Kingdom saw their money wages go up by 5 to 10 per cent in the past twelve months. In seven other countries—Australia, Canada, China (Taiwan), Hungary, New Zealand, Poland and the United States—the rate of increase was from 2 to 5 per cent. In Argentina, Canada, Ireland and the United Kingdom, weekly earnings increased more than hourly wage rates because longer hours were worked. For instance, in the United Kingdom, during one week in October 1964, more than one third of the workers employed in the manufacturing industries worked an average of 8 hours overtime, and the total overtime—about 17 million hours—was the highest on record.

However, taking account of the rise in prices, real earnings increased less than money wages. According to the available data, purchasing power of workers declined more than 5 per cent in the Philippines and about 3 per cent in Ceylon and South Korea. Real wages increased more than 5 per cent in eight countries (Argentina, Denmark, Ireland, Italy, Japan, Mexico, the Netherlands and Yugoslavia). In 14 others, the rise ranged from 2 to 5 per cent, in Australia, Colombia, Finland and New Zealand, purchasing power increased less than 2 per cent.

Most of the information given above was taken from the 1964 *Year Book of Labour Statistics*.^{*} The Year Book, now in its 24th edition, presents a summary of all the principal statistics relating to labour in all parts of the world. The data were derived from communications received by the ILO and from official publications. The detailed statistics contained in the Year Book relate to more than 150 countries and territories. The tables cover data on total and economically active population, employment, unemployment, hours of work, wages, etc.

^{*} *The Year Book of Labour Statistics 1964* (English, French and Spanish), published by the ILO, Geneva. Price: paper, \$6.50, £2 5s. 6d.; cloth, \$7.50, £2 12s. 6d.

est rises in prices were observed in the developing countries. In Brazil, where prices had more than tripled between 1960 and 1963, the rise from January to October 1964 exceeded 60 per cent; the level reached is more than 15 times that of 1958. In Chile and Uruguay also, steep rises were recorded, exceeding 40 per cent in the past twelve months; in Argentina, prices went up by about 20 per cent—appreciably less than in 1962 and 1963. In Colombia, where prices had soared from the beginning of 1963, the rise continued until May 1964; however, a fall occurred during the summer, so that in November 1964 the price level was only 3 per cent higher than a year earlier. In Laos, the price situation took a sudden

turn: after a 90 per cent rise between 1962 and 1963, prices almost tripled between March 1963 and March 1964. Inflation continued in Indonesia, where prices have more than doubled every year since 1962; a peak was reached in March 1964 with a level 25 times higher than that of 1958.

Money wages increased in the thirty or so countries for which data are available. The rises were very variable, ranging from less than 2 per cent in Ceylon to 45 per cent in Argentina.

Money wages in the processing industries rose more than 20 per cent in Argentina, Iceland, South Korea and Yugoslavia. The rise was between 10 and 20 per cent in six countries (Colombia, Finland, Ireland, Italy, Mexico

Europabus

Below: thick black lines show the routes which make up the present Europabus network; dotted lines show the railway links

Right: this Europabus stop is one of the Swedish routes. The entire network covers 15 countries



TOURING HOLIDAYS by long distance coach have enjoyed great popularity in Europe since the war. National railway administrations which also run bus services have not been blind to this development. Possibilities were soon seen of linking internal long distance coach services with those of other countries and providing a form of transcontinental pleasure-travel. The railway operated bus networks were in a better position to secure such services than individual private operators because of the already existing interchange between the various national rail systems.

In 1951 the main railway administrations of Western Europe set up the Union of European Railways Road Services (URF) and inaugurated an inter-European network of coach services. *Europabus* had become a reality.

The present network has 133 routes or tours covering over 50,000 miles in 15 countries. The countries forming URF are Austria, Belgium, Denmark, France, Germany, Great Britain, Greece, Italy, Luxemburg, the Netherlands, Norway, Spain, Sweden and Switzerland. Tourists travelling by *Europabus* can visit most parts of Europe. They can reserve their seats in advance at most big railway stations and most travel agencies, and they can buy combined road-rail tickets. They can interrupt their journeys, have hotel reservations included in the price of their tickets. Tickets may be issued in any of the URF countries for a journey on any *Europabus* route.

The vehicles providing the *Europabus*

services enable the tourist to get the most out of his sightseeing in conditions of maximum comfort. The coaches are staffed with hostesses speaking several languages, who keep passengers informed on all places of interest, and generally create a friendly atmosphere.

The administrative bodies of the URF are: the Management Committee which decides on policy and adopts various measures, the General Secretariat, with its headquarters in Paris, one of whose main functions is to represent the URF in international organizations, and the Central Office in Berne which looks after the commercial and operational side of the URF. Besides these central bodies there is a *Europabus* Office run by each railway network in its own country. There is also an office in New York to provide American travellers with tickets and information for their trips in Europe.

Sea School in Hong Kong

'MAN OVERBOARD. Keep clear of me—I am manoeuvring with difficulty.' The signal light flashed the message in Morse code. Dash, dash. Dot, dash. Dash, dot. . . . A voice came back crisp and clear, M-A-N O-V-E-R-B-O-A-R-D.

This was not the bridge of a vessel in trouble with another standing by ready to help. The voice was that of a 15-year-old boy. The signal light operator was sixteen.

This was a classroom in Hong Kong on a hill overlooking the old fishing village of Stanley, once a hideout of Cheung Po-Tsai, one of the bloodiest pirates in the South China Sea—a classroom in the Hong Kong Sea School, started in 1951 to get young boys off the streets and out of trouble. Since then it has trained more than 1,000 of them as seamen, firemen and stewards, the major shipping lines grabbing them as soon as they finished their three-year training course. A recent visitor from the International Labour Organization in Geneva said: 'There is nothing like this in all of the East'.

Every year, 100 or so 13- and 14-year-old boys from poor families that cannot afford to send them to school, some already in trouble with the police, walk up the treelined entrance to the whitewashed main building with nothing more than a few personal belongings in a brown paper bag or battered suitcase. With no prospects for



the future, they look hesitant and lost, but a little hopeful.

Then follow three years of hard work—mixed with sports, group projects and sparetime activities—that change them from awkward boys into self-sufficient young men. At 6.15 a.m. they are rolled out of their bunks for a run around the playing field and a swim and stay busy until 9.15 p.m. roll call when they can lounge around for a half-hour before the lights go out.

Those who are to be trained for deck service study signalling with lights and flags, practise compass and bridgework, learn cargo handling and so on. Those intended for the engine room concentrate on furnaces, engines and various types of shipboard equipment. And those who are to be stewards go into cabin, kitchen, dining-room and bar work.

While all this is going on, the boys also learn metalwork, welding and carpentry, tailoring and drawing. They do all the painting, plumbing, electrical work and light construction at the school and, in their spare time, wash and iron their own clothes, take turns preparing and cooking their own meals and make their own flags, and football shirts.

Opposite: Semaphore class at the sea school. Boys are also taught lamp signalling.

Above and below right: The boys gain practical experience on board the school's 25-ft. training junk (Photos from Keystone).

But it is the work projects more than anything that make them feel they can do anything they put their minds to. With little more than their bare hands, they have cut a playing field into the hillside and used the excess dirt to build a 150 ft. long sea wall that now gives protection against typhoons and high seas to the fishing junks of Stanley Village.

They have taken the remains of three old Nissen huts given by the Hong Kong Department of Prisons and built two new ones at the water's edge that will serve as temporary classrooms and, later on, as boathouses. They ripped the insides out of an old concrete lavatory that was on the grounds when the school began, put in a new concrete floor, painted it inside and out, and turned it into a clubhouse for their Sea Scouts troop. But the latest work project topped them all. They removed all of the earth for the foundation of their new mess hall and built the retaining wall, saving the school about HK \$20,000.

It is not difficult to understand why these boys come out after three years feeling 10 feet tall and ready to take on the world. Most of them go after the jobs on oil tankers which pay extra 'danger money'.

New graduates usually start at about HK \$350 (about £22 or US \$61.24) a month and, within three or

four years, can climb to HK \$600 (about £37 10s. or \$105.-) or HK \$700 (about £43 15s. or \$122.50) a month. Some go further up the ladder by going back to their books and becoming officers. All they could look forward to a few years before were jobs as factory workers or coolies with only half this pay or less. Aware of their debt to the school, they drop in whenever their ships are in port and usually leave some money for equipment or some old cowboy films.

Although most of the boys have never been in serious trouble, some are there because they have been referred by the courts and social agencies. Some 1,500 to 2,000 boys apply for admission every year, but there is room for only 100.

Every Friday, School Superintendent Gerry Gilchrist goes over the list of 30 or 40 who have applied that week and by the use of a points system weighted to favour boys whose parents are dead or missing and boys from very low income families living in overcrowded tenements and squatter shacks or sleeping in the streets, he narrows the number down to a half-dozen. He then interviews these boys at length to pick the two or three who will take the place of the two or three third-year men who will go to sea each week.

(Continued on page 80)



What's new in transport?

Light tower replaces lightship

THE US COAST GUARD lightship which has guarded the Fryng Pan shoals for 34 years has been replaced by an off-shore light tower, which has a crew of only six compared with sixteen to twenty required in the lightship. The tower is expected to last for 75 years. The tower's deckhouse weighs 550 tons and is 25 ft high by 86 ft square. On top of the 32 ft tower is a 3.5 million candlepower light, which is 175 ft above the water and visible for 17 miles.

Among other advantages of the tower over a lightship cited by the US Coast Guard are the fact that there is no need to counteract the rolling of a ship by means of complicated and expensive devices; a fixed structure can also provide a greater range from a higher tower, whilst the dimensions and stability of a lightship limit the height of the light. Coloured sectors, or increased intensity in certain directions, are possible with fixed structures but not with lightships. Fog signals with directional characteristics can be operated from a fixed structure but from a ship there can be only a uniform sound emission 360° around the horizon.

* * * *

Yo-Yo inspires cargo transfer system

A NEW SYSTEM for transferring cargo at sea from one ship to another utilizes the principle on which an ordinary child's yo-yo operates. By copying the motion of a yo-yo rolling up and down a string, it was found that the movement caused by sea swells can be countered. The heart of the transfer system is a sensing device which measures the movement of the deck relative to the crane. This information goes to the crane control in the form of an electronic signal where it is compared with the crane's position and the load being carried. The system

then automatically makes any corrections which are necessary.

The safety aspect of the yo-yo system are considered one of its major advantages. The system is so sensitive that it permits a load of cargo being transferred to be kept at a constant distance above a rising and falling deck within accuracy limits of an inch, since it responds almost instantaneously to any movement of the deck.

* * * *

Ships submerge to unload

AN AMERICAN SHIPPING FLEET has designed a ship which, it claims, would reduce by more than half the time required for even the most modern automated cargo vessel to complete a round trip. The saving in time is derived from the vessel's revolutionary loading and unloading principle. The new ship is a large double-decked vessel which will partially submerge in two stages like a floating dock so that specially designed barges may be floated on board on both decks. Once the upper deck has been submerged 12 barges may be floated on board from the stern. The ship may then be partially raised, so that another 12 barges may be floated onto the second deck. Lykes Brothers, who are developing these ships, have called them 'sea-barge clippers'. They hope to build three, which will operate between the Gulf of Mexico and the North Sea. At either end cargo will be transferred to barges which will carry it up river to inland ports in the industrial areas.

* * * *

Information from the trawl

A British company has been given a contract by the White Fish Authority to produce a system which will tell trawler masters exactly what is happening in their net at all times. Factors to be measured will include

water temperature, strains in the two headline legs of the trawl, headline height and net mouth spread.

Miniature echo sounders at strategic points on the trawl will transfer their information to a transmitter, also fixed on the trawl, and this will send the information back to a hydrophone on the trawler in the form of coded pulses of ultrasonic waves.

* * * *

Norwegian/Swedish atomic ship

A PROGRESS REPORT has recently been given on plans for a joint Norwegian-Swedish atomic ship. The proposed ship is a 67,000 dwt atomic-powered bulk carrier, and talks will now be held between governments and the shipping industries of the two countries on the question of building a prototype reactor or a trial ship, and on the degree of financial support which will be forthcoming from government sources. Provided that the project goes ahead, the ship's specifications will be completed during the course of 1966. Work could start early in 1968 and the vessel might be in service in 1972. Estimated cost is about 80 million Kr. (£4 m. or \$11.2 m.).

(Continued from page 79)

The Sea School operates on gifts from individuals and organizations in several countries and matching funds from the Government. And so an old dream is coming true. The latest dream is another Sea School.

The population bulge in the lower age bracket is going to cause a severe employment problem in Hong Kong before too long. Some 40 per cent of the 3,600,000 people in the Colony are boys and girls under 15 who will be looking for jobs during the next few years. Some of these are going to need the kind of 'break' another Sea School can give them.

* * * *



SEAMEN'S EMPLOYMENT IN INDIA

(Part I)

by S. BANNERJEE, Director, Seamen's
Employment Office, Bombay (Ministry
of Transport).

THE SEA has always exerted a preponderant influence on the destiny of India, mainly because of the peninsular character of the country and the further fact of the essential dependence of its trade and commerce on oceanic transportation. Until the thirteenth century A.D., the control of the Indian seas was exclusively vested in the national fleets, operating on the commercial side and patrolling the shores for defence purposes.

Naturally, even in the remote ages, we had a large body of active seafaring population, composed of various communities, castes and creeds, hailing from the far corners of the land but mainly concentrated in the coastal districts along the four thousand and odd miles of our shore line. While the acti-

vities of the ancient maritime nations like Egyptians, Greeks, Romans Phoenicians, etc., were confined to the Mediterranean Sea, the Indian seafarers even then adventured across the Arabian Sea, the Bay of Bengal and further afield into the vast expanse of the Indian Ocean and for many years they were the first and foremost in the field of regular ocean transportation for commerce and exchange of culture and goodwill.

The flourishing and prosperous shipping and shipbuilding industry, which the national efforts had built up over the centuries, received its setback and ultimate extinction since the advent of the British rule. The restrictions imposed by the British Navigation laws and the preferential place so readily

accorded to the British shipping interests by the foreign government, coupled with the emergence of steamships and the substitution of steel for timber in ship construction, gradually forced Indian shipping out of the high seas and, except for the few crafts which occasionally ventured to the neighbouring countries, Indian shipping, as a national asset, gradually disappeared from the sphere of oceanic commerce and our seafarers were obliged to seek employment on European-owned ships, particularly British, who had extensive seaborne trade interests with India and who resorted to the employment of Indian crews on their ocean-going vessels, primarily at the major Indian ports of Bombay and Calcutta as also Cochin and Madras to a smaller extent.

The European shipowners in search of crews at the time for managing their vessels found a ready nucleus of experienced ocean-going seamen with the attractive background of long and distinguished traditions of seafaring to their credit. The close familiarity with sea of the inhabitants, along the 4,000 and odd miles of Indian coast, as also the population in the outlying islands in the Bay of Bengal and in the Arabian Sea, who were hereditarily engaged in avocations such as coast-wise port-to-port commercial traffic and fishing, provided further sources of personnel for service in the foreign-owned ocean-going vessels. The deep river transport system within the country also served as potential recruiting grounds for seamen.

The European shipowners were mainly attracted to the idea of manning their vessels with Indian crews because they found that the Indian seamen could be had at wages very much cheaper than the wages required to be paid for European seamen. Thus even though there were only a few Indian ships on the high seas, in regard to the supply of seamen, India occupied the fourth place in the world, so far as the employment of seafarers in the Merchant Navy was concerned.

The recruitment of maritime labour, on a definitely organized and systematic basis in the light of the pronounced regional characteristics and the factors of either historical or local nature, is the most significant and revolutionary of all the measures essentially necessary to develop, improve and maintain an appreciably higher standard of well-being in the seafaring profession.

The considerations in the background of contemporary international standards would, however, show that prior to 1954, in India, as also in the other Asian countries except Japan, the maritime labour conditions and more particularly the system of recruitment, had been much behind the times and the resolution of the long-standing grievances of the seafaring profession and the general enhancement of the maritime labour standards have been,

all along, immeasurably slow. An important aspect in the recruitment of seamen is the fact that the seafarers do not confine their service to the ships of their National Flags, but they serve also on the ships registered in foreign countries.

The European maritime countries very early evolved certain satisfactory procedures for the systematic recruitment of their seafarers. The higher standard of living in these countries, the higher rate of literacy, the strength of trade unionism, the interest evinced by the concerned governments, fully aware of the essentiality of a disciplined and contented seafaring personnel, have, in a large measure, contributed to the successful implementation of the recruitment procedures in these countries. The further fact that these countries are not very large in size and do not have as heterogeneous a collection of population as the countries in the continent of Asia has also helped efforts for systematisation of recruitment of maritime labour.

The practices of the leading maritime European countries for recruitment of seamen, though varying in procedural details, are based upon the guiding principles incorporated in the 'Placing of Seamen Convention' adopted at the second session of the International Labour Conference—Genoa 1920, which advocated the abolition of fee-charging agencies and the establishment of free employment agencies under the operational control or auspices of joint associations of shipowners and seafarers or by the States themselves.

Japan was the only Asian country which had implemented a satisfactory procedure for the recruitment of her seafarers.

Of all the vexing questions, the predominant issue which India had to face was that of large-scale unemployment amongst the seafarers and the consequential malpractices in the maritime labour recruitment. Even in the post World War I period, the aggregate number of seafaring personnel persistently continued to outweigh the de-



Indian seaman at work cleaning lifeboat on board the P & O Arcadia in the Mediterranean. (Both photos with this article are reproduced by courtesy of Peninsular and Oriental Lines).

mand, even though there was sustained increase in the shipping tonnage and progressive enhancement in the overall volume of employment. The demobilisations, following World War II, of the huge manpower, employed on the British and allied commercial merchant shipping side as also in the Navy, without definite scope for absorption in the peace-time circumstances further aggravated and posed the unemployment situation as a more serious complex national problem. Accordingly, the serious attention of the Government of India was, at various times, focussed on the problem of recruitment of seamen. Initiation of positive relief measures and appreciable actual improvements were, however, delayed primarily because of the weakness and lack of solidarity amongst the organizations purporting to represent the interests of the seamen and the dubious response, in regard to any proposal for radical innovations, from those directly concerned. The 'Placing of Seamen' Convention 1920 was adopted by the Government. At that time, the recruitment of seafarers was channelled through licenced brokers, who extorted exorbitant bribes from the seamen. The seafarers then had to either pay these brokers or reconcile themselves to be idle while their colleagues, who had the wherewithal to satisfy the pecuniary demands of the insatiable brokers, got the jobs.

In 1921, the recruitment system was examined by a committee designated as the 'Seamen's Recruitment Committee', more popularly known as the 'Clow Committee'. With a view to ameliorate the unhappy conditions of the seafarers, this committee recommended the curtailment of the privileges of the licenced brokers; the selection of leading ratings—Deck and Engine Room Serangs and Saloon Butlers — either directly by the shipowners or through the Shipping Masters and the establishment of special employment offices for the seafarers. The Government of India's subsequent orders were, however, confined to the curtailment of the privileges of the licenced brokers and

controlling of the selections of the leading ratings through the Shipping Masters shipowners. The establishment of State controlled employment offices was deferred.

The Royal Commission of Labour in 1931, which made a further survey of the recruitment system, attributing the then large-scale open bribery and corruption to the increasing number of unemployed seamen ashore, recommended retrenchment of the maritime labour strength through periodical suspension of the issue of fresh continuous discharge certificates and the withdrawal of the licences of the brokers. These recommendations were implemented but, since the leading ratings—serangs, butlers—who were directly selected, were obliged to pay heavy bribes, they, in turn, tried to obtain recoupments and pecuniary satisfaction from the various other members of the crew who it was their responsibility and discretion to select, the grievances of the seafarers at large continued to persist.

In 1947, a tripartite Maritime Labour Conference convened by the Government of India examined the problem anew, but since the representatives of the shipowners and seamen then pleaded that, in the first instances, they be permitted some time to reorganize the recruitment system, the Government's intention to establish State-run employment offices, for the supply of maritime labour on the principle of rotation was again deferred. The efforts of the representatives of seafarers and the shipowners were unsuccessful.

The *Maritime Boards*, on a bipartite basis (shipowners and representatives of seafarers), which were established in Bombay and Calcutta, failed to resolve the malpractices prevalent in the recruitment of seamen. It was then adequately clear that unless the Government took over control, the seafarers would have to labour under distressing circumstances as before.

The Asian Maritime Conference at Nuwara Eliya (Ceylon), convened by the International Labour Organization in October, 1953, deliberated upon the

subject of Asian seafarers' recruitment and resolved that the Asian governments should review the existing methods of recruitment immediately in consultation with the concerned interests, with a view to take effective steps forthwith for eradication of the malpractices, wherever they were found to exist and, on certain defined principles, the employment offices should be organized either by the State or by the other concerned interests on a bipartite basis or by the Government, the shipowners and the seafarers on a tripartite basis depending upon the circumstances of each country.

The resolution at the Nuwara Eliya Conference confirmed the Government's decision to establish State-controlled employment offices for the benefit of the seafarers, since neither the shipowners nor the organizations of seafarers could, on their own, evolve any satisfactory solution which could remove the handicaps under which the Indian seafarers were labouring for the past three decades.

Accordingly, after mature consideration and detailed discussions with all the interested parties, the Seamen's Employment Offices were set up in Bombay (in March, 1954) and later at Calcutta (in January, 1955) as an integral part of the Administrative Machinery of the Government. It was decided that these offices should operate under the exclusive direction and control of the Government but in order to advise the Government in regard to functioning of these establishments tripartite consultative boards known as 'Seamen's Employment Boards' composed of Government representatives and representatives of seafarers and shipowners duly nominated by the Government should be constituted. As a matter of fact, tripartite consultation is one of the most important aspects of the scheme, not only as regards the major policy questions but also in respect of procedural details affecting the service problem of the seamen at large. In other words, the industry, i.e. the

(Continued on page 88)



The Danube boatmen

The Austrian Transport and Commercial Workers' Union recently ran a series of articles in its magazine Zeitrad on the life and working problems of Danube boatmen. This is a condensed version of that series.

THE FIRST STEAMER on the Danube went from Vienna to Pest in 1833. The Danube is no longer such a vital means of transport as it used to be in those early days, but it is still important for the carriage of bulk goods and for tourist traffic. The Donau Dampfschiffahrtsgesellschaft (DDSG—the Danube steamer company) was nationalized in 1946, and its fleet was built up again during the difficult post-war years. Today navigation goes from Regensburg (Ratisbon), Germany, to Ismail, Russia. The DDSG has a large fleet of cargo vessels, together with three 'water-buses' and eight large passenger vessels, the latest of which, with room for 1,900 passengers, came into service in November 1964.

Current DDSG policy is to replace steam by motor traction, thus cutting operating costs approximately by half. *Zeitrad's* reporters visited the *Samson* in Vienna, a steam tug capable of drawing three or more barges. They went into the engine-room where the temperature was 40-50°C (104-122°F). This can rise to the terrifying level of

70-80°C (158-176°F) in high summer under full steam. There is a crew of twenty-three. On the other hand the *Thaya*, which they also boarded, is a modern motor vessel of 950 hp built in 1962, which draws up to ten barges.

The contrast between the two boats was staggering. A steamboat has to get up steam for several hours before

it can set out, whilst a motor vessel is immediately ready for departure. The latter also needs fewer crew: *Thaya's* crew is fourteen, including the skipper. The work is pleasanter; for instance, the temperature in the engine-room is never so high as on a steam boat, besides which it is roomier, brighter and cleaner.

Thaya carries coal and ore from Ismail to Linz for the iron and steel industry. The round trip takes about twenty-eight days, including stops at Belgrade for provisions and at the frontier posts for the necessary formalities. *Thaya* is equipped with radio, operated by the first officer, and keeps in contact with Vienna head office. She also has radar and an echosounder.

The reporters also went on board a modern tugboat in Linz, which covers 10,000 km of the Danube during the year, carrying 6,500 tons of bulk goods. The skipper, Alois Kotraba, is fifty years old, and has been on the boats for thirty years, and a union member all that time. In the small but well-equipped galley they met his wife, who is also thoroughly versed in navigation, and can take over the wheel from him when necessary.

In the galley a central boiler supplies heating in winter for all the other living and working areas. 750 kg of coke are provided each month by the DDSG for heating; Kotraba thinks it should be raised to 1,000 kg in the winter months.

Kotraba, a spare-time artist, recalled the 'bad old days' thirty years ago when he first started on the boats. 'There were no baths then, no WCs, everything was appallingly backward. Since then considerable progress has been made.'

On this boat, all the crew members can bring their wives and children on board with them. However, the families have to split up when the children reach school age. Only when they have grown up and are self-supporting can the wife return to live with her husband on board.

Having families on board presents the company with extra responsibilities; for instance, the times when sickness or accident strike. However, the dangers of the latter are minimized by making sure that all family members, whether they intend to make a career on the boats or not, have a basic grounding in navigation.

Danube boatmen are always on the move, often weeks away from home and family. It is this aspect of the life which accounts for the high 'drop-out' rate which causes so much concern to the company. All new entrants have to be trained, but many leave the boats after only a short time. The DDSG thinks an approach to a solution might be found by recruiting more foreigners. The company considers it is possible, and desirable, to permit boatmen by international agreement to take up employment on the inland waterways of any country. Of course, such items as entitlement to old age pension accumulated in the home country would have to be counted in Austria.

The question was raised in 1957 and the ILO is very interested in it. The head of the DDSG has stated that such an agreement would greatly ease the problem of recruitment. However, the question of sick pay schemes, and the situation in Eastern Europe also have to be taken into account, and these would make the problem difficult to resolve, although Hungary has said that she is willing to be a party to such an agreement.

The union has found that one of the most persistent causes of dissatisfaction among the boatmen is the arrangement of duty periods. It is difficult for them to take their leave periods at regular intervals. Of course, leave entitlement can be saved up and taken during the slack winter months, but most boatmen do not want to do this over a long period. It is understandable that they prefer to be able to spend time at home regularly, and this is no doubt one of the primary reasons why so many leave the service. The men will not allow themselves to be pushed around like pawns on a

chessboard.

One union representative said he thought that boatmen ought to be able to look forward to regular and reasonably long periods of leave at intervals of about six weeks. A return trip to the Russian port of Ismail takes from four to six weeks, depending on the weather and time of year. (In winter it takes longer, since the days are shorter and navigation is more difficult at night, and snow and the lower water level also cause delay.) In his opinion, such an arrangement would help to relieve the problem of staff shortage, and the wide fluctuation in the number of boatmen available at any one time. This fluctuation naturally causes difficulties for the company in maintaining a regular service.

Pay is fairly good and compares satisfactorily with shore employment, but for the fact that the hours worked are exceptionally arduous. Hours cannot be regulated in the same way as in other occupations, since the boats are often travelling for weeks at a time. The DDSG tries to give reasonable



The Samson ready for departure. Samson is one of the steam vessels which are gradually being replaced by modern motor vessels.

time off as compensation, and its ultimate aim is to provide a more pleasant work environment for its crews, with greater comfort and opportunities for recreation on board.

One of the boatmen's chief desires is for a guaranteed wage for a guaranteed period of service, not only to compensate them for being away from their families, but also as compensation for the loss of earnings during the slack winter months. They also complain that the foreign allowances are insufficient. For instance, they sometimes have to spend time at the Russian port of Ismail, the DDSG terminus; at a conversion rate of 29 Austrian schillings to one Rouble, prices are high.

The DDSG's staff are 99% organized. There is a works committee (Betriebsrat) consisting of 47 members, with an executive of six, three representing boatmen and three shore workers. Cooperation with the management is satisfactory, and differences are always settled somehow. The committee keeps an eye on price and wage movements, but think it better to have stable prices, because wages always lag behind price increases. They are also keen to improve leave provisions; most boatmen have families and naturally wish to spend a reasonable amount of time at home.

The rapid turnover in the service impedes the work of the union; no sooner has an organizer made contact



with a new entrant than he has left and the union has to start again at the beginning. The union representatives have to give up a lot of their free time—they must always be present when a

Going on board the Thaya, a modern motor vessel which can do the trip from Vienna to Ismail and back in twenty-eight days, including stopping for provisions.

boat returns from a trip, no matter what time of day it is, to try to solve any problems which may have come up. The problem of communications is a difficult one; the boatmen are out of touch with headquarters for long periods and when they go on leave their homes may be some distance away. But they find the union's services quite satisfactory, and the high degree of organization demonstrates the value they place upon membership.

Raimund Gryc, left, and Johann Mang are leading members of the DDSG works committee, and are both members of the executive of the Transport Workers' Union.



Round the world of labour

Oil Pollution Committee starts work

THE STANDING SUB-COMMITTEE of IMCO's Maritime Safety Committee which was set up last year to deal with practical measures on board ship and in ports to diminish pollution of the sea by oil held its first meeting recently, attended by representatives of nineteen countries. Twenty-eight countries have ratified the 1954 International Convention on the subject, representing three-quarters of the world's tonnage.

The sub-committee decided to establish a technical working group, which will meet later this year. Its terms of reference are threefold. It is to examine and report on the 'load-on-top' system of tanker operation devised and developed by the oil industry under which tank washings are collected into a single tank and allowed to settle into a thin layer of oil floating on comparatively clean water; the latter is discharged into the sea, leaving the oil in the tank. Generally, the subsequent cargo of oil is loaded on top of this residue, and the whole discharged together into the refinery. Secondly, the group is to study information about an effective device for measuring and recording the oil content of ships' discharges—a useful instrument for ships in controlling the discharge of oil mixed with bilge water. Finally, the group is to study reports on the development and testing of oily-water separators and to report on the feasibility of drawing up an international specification of their testing and performance.

* * * *

Birds sucked into jets

BOTH THE Royal Canadian Air Force and Air Canada have reported concern at the problems of birds being sucked into the air intakes of jet aircraft. Since April last year *forty-four* CF 104 strike interceptor aircraft of the RCAF

have survived 'bird strikes', and one fighter crashed recently in Europe when a bird flew into the air intake. Air Canada captains have reported *four hundred and fifty-eight* bird strikes during the five-year period up to 1963. Bird damage during this period amounted to more than (Canadian) \$1m.

For example, a DC-8 jet ingested a number of pheasants recently resulting in the loss of two engines, when about to take off from Vancouver airport; fortunately the captain was able to stop the aircraft before take-off. More than \$100,000 worth of damage was done to the engines.

A committee of the National Research Council in Ottawa has been working on this problem since 1963. Its recommendations are that such attractions to birds as grain, berry bushes, cereal crops, trees, weeds, hedgerows, aquatic vegetation, old buildings and worms turned up by ploughing should be eliminated within a five-mile radius of all airports. At Vancouver and Victoria, British Columbia, falcons owned by the National Research Council and trained by a Canadian wild life service are being used to frighten birds away from airports. The Council is also experimenting with sound waves to ward off birds from runways.

Seagulls are also a big problem at coastal airports, and so far no really successful way has been found of driving them away from the danger area.

* * * *

ECE concerned over AETR

THE INLAND TRANSPORT COMMITTEE of the UN Economic Commission for Europe, which held its annual session recently, discussed a number of questions including the failure of sufficient countries to ratify the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR). The Committee will continue to press for fur-

ther AETR ratifications, since so long as the Agreement is not in force there is virtually no control over working hours of crew in international road transport, a situation of concern from the point of view of both safety and working conditions.

* * * *

Danger of nylon ropes

THE SWEDISH SEAMEN'S UNION magazine *Sjömannen* has reported an accident involving a ship whose towline—a synthetic fibre rope 9 cm thick—snapped and whipped back giving a 22-year-old seaman a blow on the neck which killed him immediately. An eyewitness reported that he was flung eight metres (nearly nine yards) from where he was standing when the rope hit him. Three other men were in serious danger.

The government body responsible for seafarers' safety has been in contact with several manufacturers of ropes made of synthetic fibres. It appears that these fibres have great elasticity, and that hooks, pulleys and wires used in conjunction with synthetic fibre cordage should be made extra strong so that they are less likely to break and cause this dangerous catapult effect.

* * * *

Saint-Exupéry medallion

THE FRENCH FEDERATION of Public Works and Transport (FO), whose civil aviation members are affiliated to the ITF, has recently commissioned a medallion in honour of Antoine de Saint-Exupéry, the famous author and aviator, and designed by André Galtié. In honouring Saint-Exupéry in this fashion, the union has also sought to pay tribute to those unknown men and women who have given their lives in the service of aviation, and particularly to trade unionists such as Daniel Héricault, Charles Goujon, and Jacques Gambart de Lignières.

The medallion, just over three

inches in diameter, bears on the obverse a portrait of Antoine de Saint-Exupéry and on the reverse aircraft from the early monoplane to the supersonic. It can be purchased from the French union at a cost of 30 Fr. (in France) or 40 Francs (abroad).

* * * *

World tonnage

ACCORDING TO STATISTICS published in *Lloyds Register of Shipping*, covering vessels of 100 grt and over, the world fleet consisted of 40,859 vessels on 1 July 1964, totalling 152,999,621 grt, an increase of about 7,136,000 grt over the previous year. Of this increase, the Liberian fleet alone accounts for 3,158,000 grt, followed in order of increase by the Soviet Union, Japan and Norway. These are the figures for the principal maritime nations:

Country	(1,000 grt)	variation 1,000 grt
United Kingdom	21,490	— 75
Canada	1,823	+ 27
India	1,448	+ 237
Commonwealth	27,545	+ 362
United States	22,430	— 703
Liberia	14,550	+ 3,158
Norway	14,477	+ 808
Japan	10,813	+ 837
USSR	6,958	+ 1,524
Greece	6,888	— 206
Italy	5,708	+ 103
W. Germany	5,159	+ 109
France	5,116	— 100
Netherlands	5,110	— 117
Sweden	4,308	+ 132
Panama	4,269	+ 376
Denmark	2,431	+ 13
Spain	2,048	+ 40
Argentina	1,284	— 23
Brazil	1,271	+ 44
Poland	988	+ 63
Yugoslavia	967	+ 1
Finland	964	+ 38
Lebanon	854	— 53

(Continued from page 83)

shipowners and the seafarers, is consulted at all stages concerning the employment of Indian seamen. The State direction and control eventually eliminated the malpractices and corruption.

Call for an end to 'free enterprise' public corporation

The following quotation is from an editorial in the *Railway Review*, weekly newspaper of the British National Union of Railwaymen:

WHEN LABOUR NATIONALISED transport 18 years ago it was the firm intention to create a public corporation freed from political interference. Management were said to be getting responsibility without constantly having to look over their shoulders. Morrison [Herbert Morrison, the late Lord Morrison of Lambeth], the main architect, believed it was possible to build such a body—it had seemed to work with London Transport [the body responsible for running London's bus and underground services]—and he was proved wrong.

The public corporation idea has not worked because no government has been able to try to plan without considerable control over the public corporations. In the first few years Labour had priorities, and the railways were not among them. . . . So we had a public corporation saddled with great physical and financial burdens given a political objective which though logical on paper was stupid in view of the conditions.

When the Conservatives came to power in 1951 they started the disintegration of nationalized transport, politically interfered even with charging and fare settlements. And what is the worst part, set about destroying the remnants of public service left in the original transport act.

At the same time, railway management were expected to run their system as if Morrison's theories were relevant. We were left with a ludicrous situation in which government tampered and railway management gradually lost confidence.

Railwaymen in general lost much more than that. The trade unions were forced to fight on two fronts, the industrial and the political, because they never knew precisely who were the governors. In some ways the coming of Beeching [who was responsible for the plan for the Reshaping of British Railways] may be regarded as the great counter attack of the railway management. The 1962 Act* . . . was the legalized denouement of a long and

sometimes bitter controversy on the scope and function of railway management.

But this should not be regarded as the sensible progression towards the Morrison idea of an independent public corporation. On the contrary. It is the development of a sectionalized vested interest in transport forced on railway management by the political doctrine of the value of competition. The reaction of management has been the reaction of a frustrated body of uncertain men. Much of the difficulty facing the railways arises out of this stupendous division of purpose and the rate at which objectives have been changed.

The management's kick-back, though understandable, cannot be tolerated. But it is up to the government to make up its mind once and for sufficient time ahead what are the objectives, means and methods and organizational ethos within which management is expected to operate. Government must dictate the structure and function of transport—in all its parts—and the pattern of economic planning. The idea of independent 'free enterprise' public corporations should be dropped altogether. It has created more division and difficulty than anything it has gained.

* This Act split the British Transport Commission up into its component segments to create the Railways Board, the London Transport Board, the Waterways Board and the Docks Board (Ed.).



THEY DRIVE BY NIGHT

IT WAS A CLEAR NIGHT, a little frosty, and the ground had that covered-with-caster-sugar look on which the car tyres left their pattern on the Northern Perimeter road of the airport. It was almost 11.30 p.m. The night was punctuated by the sounds of arriving or departing aircraft and traffic on the main road outside the airport had dwindled from the long steady flow to an occasional vehicle. For most people the day was over.

Inside the main shed at BEA's Motor Transport headquarters the night drivers were awaiting their call for duty. Sitting round a long table in the middle of the room they read their newspapers, discussed television programmes they had seen earlier in

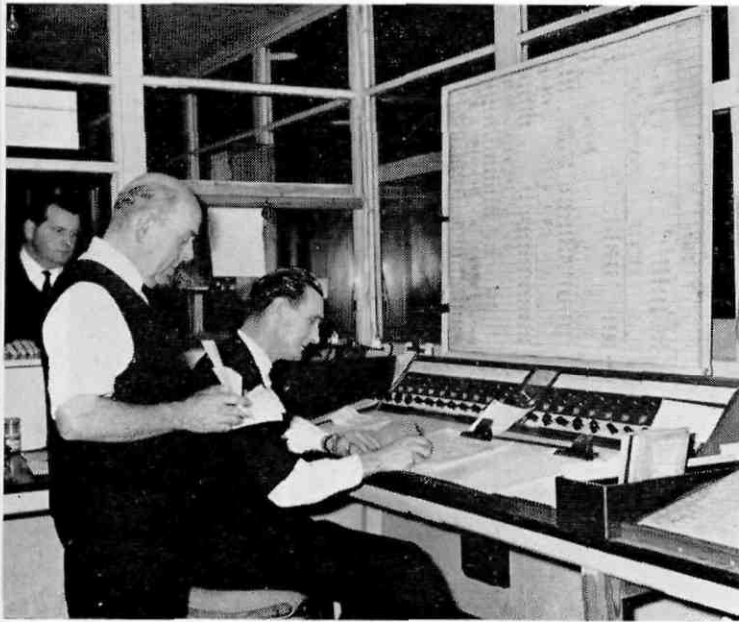
the evening, or listened to the radio.

There are at present 214 drivers and about 670 vehicles including freight vans, coaches, apron vans, etc. which, between them, cover some five million miles in the course of a year. To maintain these vehicles there is a staff of 145 in the Motor Transport workshops which provide a 24-hour service. The staff for night duty total twenty-seven. All the men are on call from the moment they report for duty and the people from whom they receive their instructions work in the 'operations' room adjoining. Here a huge board on one wall indicates which transport is available—and if it is already out on a job, the time of departure and when it is likely to be

back for a possible further trip, and a panel showing which drivers are on call.

One of the main jobs of the night shift is taking the airport staff home after they have finished late shifts when there is no public transport still running. There is also a pick-up service for staff reporting for early duty.

Routine operations are upset by the unexpected—the commonest cause is the weather. For instance, if there is a thick fog which results in aircraft being diverted to London, a coach has to carry the passengers to the airport they should have landed at—not a simple thing to arrange at short notice. It is easy to forget that bad weather affects the ground transport services just as much as the aircraft themselves.



Above: The operations room of the BEA Motor Transport section, where record is kept of the movements of all transport and drivers. Right: Night driver collects a stewardess who has just come off duty, to drive her home. Below: Sitting round a long table in the Motor Transport headquarters, drivers on the night shift relax with magazines, cards, conversation and cups of tea until they are called out on a job.





Computer helps save life at sea

ON A STORM-TOSSED FREIGHTER far out on the North Atlantic, a cabin boy lay seriously injured by a fall. Medical help was urgently needed, but the ship had no doctor. A radio distress call from the freighter was relayed to the US Coast Guard Headquarters in New York. There the Search and Rescue Officer checked the freighter's position, almost 2,000 miles from New York. Somewhere in those busy sea lanes there must be a ship with a doctor—the problem was to find it.

The freighter's position was phoned to AMVER—the Atlantic Merchant Vessel Report service of the Coast Guard. There a punched card was fed into a computer that carried information about more than 800 ships at sea with the position of each dead-reckoned to the last hour.

Instantly, the computer began typing

a list of all ships with doctors that were in the vicinity of the freighter. The AMVER duty officer radioed the freighter and arranged a rendezvous with a passenger liner. The computer also located the best point for the two ships to meet, and they both changed course accordingly. Just 102 minutes after the Coast Guard received the distress call, the freighter and the liner met, the cabin boy was transferred to a surgeon's care, and his life was saved.

This is only one in the continuing series of emergencies at sea handled by the US Coast Guard. When a ship in distress is close to shore, a Coast Guard cutter or amphibious plane is dispatched; but when help is needed on the high seas only another ship can supply it. Locating a near-by ship that can deal with the danger—by

supplying medical attention, helping to fight a fire, or removing passengers and crew from a disabled vessel, and arranging a rendezvous—is the job of AMVER.

The merchant ships of more than 60 countries co-operate in the work of AMVER by voluntarily reporting sailing movements and, periodically, positions.

AMVER was introduced in 1958, and at first the reporting area was confined to the western North Atlantic. During the first month of operation, 866 ships of 22 countries supplied the AMVER centre with details of their voyages, but at that time plotting was done by hand which meant that the centre could not cope with more than 200 ships at a time.

So a small computer was installed which enabled the centre to keep



Injured man being taken aboard a rescue ship as a result of an AMVER call. (Photographs by courtesy of US Coast Guard.)

minute-by-minute track of as many as a thousand ships simultaneously. Now with a further extension of the system in view, the original AMVER centre and the small computer have been replaced by a more modern centre in the New York Customs House. The new computer installed there has a random access disc memory and is programmed to maintain a world-wide plot.

This will enable the AMVER system to be extended to cover the South Atlantic whenever reports can be received by way of existing AMVER radio stations. There are also plans to start a Pacific plot this summer, and a communications net-

work for this is now being set up.

AMVER is only one of the Coast Guard's search and rescue operations. Although the Coast Guard was founded in 1790 primarily to control smugglers, it has long been concerned with a variety of services to the shipping of all nations, in addition to enforcing the law at sea and on the navigable waters of the United States.

Disaster called into being one of the Coast Guard's greatest accident prevention services, the famed International Ice Patrol. On April 14, 1912, the British liner *Titanic*, considered unsinkable, struck an iceberg in the North Atlantic and went down with the loss of more than 1,500 lives.

Spurred by this tragedy, the United States and 16 other maritime nations signed a convention on January 30, 1951. They agreed to share the cost of an ice patrol service furnished by the US Coast Guard, with each nation contributing on the basis of tonnage shipped through the danger zone—the general region of the Grand Banks of Newfoundland.

Thanks to Coast Guard surveillance of iceberg drifts and reports for the benefit of ships crossing the North Atlantic, there has not been another commercial ship disaster involving an iceberg collision in that region. Coast Guard personnel contribute to maritime knowledge and safety by scientific research. They study surface and sub-surface currents for temperature and salinity, take soundings of the ocean and observe and report on the sea swell.

Long Range Navigational (LORAN) services for the sea and for air travel over oceans are maintained at 68 stations, many of them at isolated overseas posts. In addition, the Coast Guard maintains another 52,000 aids to navigation—lighthouses, lightships, buoys, bells and beacons. In 1963 the Coast Guard answered 37,000 calls for assistance, towed nearly 1,700 vessels to port and rescued 1,970 persons. The total value of the property involved in assistance operations, including cargo, was more than \$998 million.

Second Asian Maritime Conference

THE ILO's Second Asian Maritime Conference is due to be held in Tokyo from 21 to 30 April 1965. The agenda will include a report on the measures taken by various countries in accordance with resolutions adopted by the first ILO Asian Maritime Conference; vocational training of Asian seafarers; hours of work on board ship; and problems affecting Asian seafarers. The Conference will be attended by representatives of the following countries: Australia, Burma, Cambodia, Ceylon, Formosa, France, Hong Kong, India, Indonesia, Thailand, Japan, Malaysia, Netherlands, New Zealand, Norway, Pakistan, Philippines, Soviet Union, Britain and Viet Nam.

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Arab trade union seminar

SOME THIRTY TRADE UNIONISTS from Aden and the Lebanon attended a seminar in trade unionism presented last month by the International Confederation of Free Trade Unions (ICFTU) in Beirut, Lebanon. Subjects on which lectures were given included the tasks and aims of the free trade union movement, organizational problems, collective bargaining and social insurance.

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Kenya receive air engineering training in India

FOUR YOUNG KENYANS have begun a training course at Air India's Engineering School in Bombay. The Training Programme, which will last for four years, has been arranged following an agreement between Air India, the Kenya government and East African Airways. The technical training programme planned by Air India covers both theoretical and practical training in aircraft engineering. The four trainees, after completing the basic engineering course at the Training School, will work on Boeing aircraft and will, at the end of the four years, obtain Aircraft Maintenance Engineers' licences. Air India is to pay all living expenses as well as the cost of training.

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News from the Regions

ITS Latin American representatives meet in Mexico

EARLY THIS YEAR the international trade secretariats whose activities cover Latin American countries held their first Inter-American Conference. The meeting was held in Mexico City and was chaired by Jack Otero, ITF Regional Director for Latin America and the Caribbean. Delegates were sent to the Conference by ten ITSs: the Postal, Telegraph and Telephone International (PTTI), the Commercial, Clerical and Technical Workers (IFCCTE), Plantation and Agricultural Workers (IFPAAW), Food Workers (IUF), Petroleum and Chemical Workers (IFPCW), the Inter-American Federation of Working Newspapermen's Organizations (IAFWNO), the Public Services International (PSI), the Entertainment Workers (IAFEW), the Metalworkers (IMF) and the ITF; other interested organizations were represented.

One of the main themes of the Conference was coordination of ITS activities. It was felt that there were many projects and fields of activity in which the various ITSs could achieve better results by pooling their resources and coordinating their operations. Bolivia was cited as a country in which this would be of great advantage. There is much to do in this country and the Conference decided that ORIT should station a full-time representative in the capital, La Paz, and that the ITSs concerned should send their representatives to Bolivia to work out a full programme of joint activities in conjunction with ORIT.

The Conference also discussed at length the difficulties affecting the trade union movement in Ecuador, the Dominican Republic, Uruguay and British Guiana.

The military government in power in Ecuador continued to cause concern in international labour by its totali-

tarian and anti-union attitudes. The Conference decided to prepare an official report on the trade union situation in Ecuador and to send a joint ITS-ORIT delegation to Ecuador which would investigate the trade union situation there and approach the military leaders to urge a fairer treatment of organized labour. The AFL-CIO delegates agreed to bring further pressure to bear on the military authorities by reporting on the situation in Ecuador to a US federal agency concerned with the distribution of foreign aid.

The Conference agreed to set up special machinery for action in cases where regional solidarity is needed. Such action should be coordinated through the office of ORIT Assistant General Secretary, Robert Goss. It was also decided that Goss's office should be the agency through which the various ITSs should exchange information. Each organization should keep the others abreast of what it is doing, so that operations may be carried out jointly where this is in the

interests of the parties concerned. It was further decided that the ITSs should hold yearly conferences and that they should be organized under ORIT auspices at times convenient to all ITS representatives concerned.

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Trade union education in Latin America

MORE THAN 20,000 trade unionists have received American Institute for Free Labor Development training at residential schools and seminars in nineteen Latin American countries since the programme was inaugurated in 1963. Of these over 6,000 have attended formal study courses, while another 14,000 union members were reached by AIFLD education activities in local seminars and lectures which lasted for up to three weeks. In addition, 292 union members have attended courses at the AIFLD's international training centre in Washington. The AIFLD has thirteen training centres in operation throughout the Americas.

ITF representatives J. F. Otero (left) and Manuel J. Medrano (right) during the inauguration ceremony of ORIT's sixth Continental Congress in Mexico City. Between them is Antonio Pereira, leader of the Brazilian Confederation of Commercial Workers.



News from the regions (continued)

Drive to organize Dominican workers

THE ITF IS JOINING with the Inter-American Regional Organization of Workers (ORIT) and the International Federation of Commercial, Clerical and Technical Employees (IFCCTE) in helping unions in the Dominican Republic to conduct an organizing campaign. The campaign was scheduled to begin on 1 March and is designed to strengthen organizations belonging to the free trade union movement. The ITF's part in the project will concern its Dominican affiliate, the Transport Workers' Federation (FENATRADO). The two main objectives will be (1) mass propaganda and plenty of publicity for FENATRADO activities and (2) a three month programme of constant contact between FENATRADO organizers and leaders of FENATRADO-affiliated unions. Medardo Gomero, Assistant to the ITF Regional Director, will go to the Dominican Republic in the final stages of the organizing drive and give whatever assistance is still needed.

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ICFTU gift to Bechuanaland Union

THE INTERNATIONAL Confederation of Free Trade Unions recently presented the Francistown (Bechuanaland) African Employees' Union with a car for use in its organizational activities. In the picture are Gabriel Mmusi (right of placard), leader of the African Employees' Union, and W. G. Lawrence, ICFTU Southern Rhodesian Representative (wearing glasses), together with officers of the Union.

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ITF seminar for Bolivian railwaymen

DURING 1965 BOLIVIAN transport workers will be attending three courses in trade union education sponsored by the ITF and the American Institute for Free Labour Development (AIFLD).

The first one, for railwaymen, began on 15 March and is being attended by 16 students from all parts of Bolivia. It is being given at the AIFLD's headquarters in La Paz, the capital, and is due to last for seven weeks. The second course will be held in June and the third in September.

Subjects presented include: trade union organization and administration, labour legislation, collective bargaining, and also items of particular interest to railwaymen: history of the Bolivian railwaymen's trade union movement, railwaymen's social security and the rehabilitation of the Bolivian railways. Background topics form a large part of the course: history of the Bolivian and international trade union movements, history of the ITF, the AIFLD, the ILO, etc. Subjects of a more general nature are also presented: democracy and totalitarianism, economic development, the economic geography of Bolivia, the Alliance for Progress, cooperativism.

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Mexican site for Inter-American Labour Studies Institute

THE MEXICAN STATE of Morelos has presented the Inter-American Regional Organization of Workers (ORIT) of the ICFTU with a plot of land at Cuernavaca, near Mexico City, as a site for its projected Inter-American Institute for Free Trade Union Studies. Morelos State Governor, Emilio Riva Palacio, handed over the land to leaders of ORIT and laid the foundation stone in the presence of delegates to ORIT's Congress which was being held in Mexico City.

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Thailand brings in labour bill

THE THAI GOVERNMENT has been discussing a bill for new labour legislation. It provides for the submission of trade disputes to governmental authorities for successive periods of (1) fifteen days to permit mediation; (2) fifteen days to allow a decision to be taken; and (3) seven days to allow an appeal to be made against the decision. No strikes, lock-outs or dismissals would be permitted until a decision had been announced on the appeal.

Since trade unions were banned in Thailand in 1958 labour relations have been unsettled. A series of strikes took place in January and February 1965. These events and the continuous campaign led by the ICFTU against the violation of trade union rights in Thailand have undoubtedly influenced the Thai Government in its change of attitude.

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ORIT holds 6th Congress in Mexico

DURING A VISIT TO MEXICO recently ITF Regional Director for Latin America, Jack Otero, accompanied by his assistant, Manuel Medrano, met leaders of ITF affiliates and of the Mexican trade union centre, CTM, and attended the Sixth Continental Congress of the Inter-American Regional Organization of Workers (ORIT). Otero was delegated by all the international trade secretariat representatives in Latin America to address the Congress on their behalf.

This Congress, at which Arturo Jáuregui and Alfonso Sánchez Madariaga were reelected as General Secretary and President respectively, was officially opened by President of Mexico, Dr. Gustavo Díaz Ordaz, before a crowd of over 3,000, which included delegations of workers invited by the CTM. The Congress discussed a number of matters of direct importance to the work of the ITSS in Latin America, and adopted a resolution applauding the work done by the ITSS on the continent.

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Medical assistance to ships at sea



The committee in session. De Vries is in the chair, with Dr. M. O. Shoib, WHO, on his left, and T. Bratt, ILO, on his right, acting as joint secretaries. William Hogarth, National Union of Seamen, seen in the left foreground, represented the United Kingdom, and was assisted by Dr. T. A. Turnbull, on his left, Honorary Medical Officer of the British Merchant Navy and Airline Officers' Association.

THE JOINT ILO/WHO COMMITTEE on the Health of Seafarers* met for the fourth time from 1 to 5 March 1965 in Geneva. Previous sessions were held in September 1950, April 1954 and in May 1961. This time it had before it a co-ordinated scheme for medical assistance to ships at sea incorporating the three existing medical aids at sea, i.e. medicine chests, medical guides and the use of radio.

For the benefit of our readers, in particular in so far as previous action of this Joint Committee in this respect is concerned, it seems useful to quote the following parts of the report on its fourth session:

'It may be useful to recall the background of this new international venture. For many years maritime countries have found it not only desirable but essential to provide shipmasters of vessels not carrying doctors with some form of medical guide. This was so even before medical advice by radio was possible or available. When this service became available, it was developed without close co-ordination

with the medical guides in use. Then in 1958, the Maritime Session of the International Labour Conference adopted Recommendation 105 prescribing the minimum contents of medicine chests on board ships, but this was not designed to fit in with any existing national medical guides. The present position is that some maritime countries have medical guides of their own which have been revised from time to time. Some have adopted guides of other countries either in whole or in part, whilst others, particularly those which have only recently entered the maritime field, have no medical guide at all.

'The Joint Committee, therefore, in its third session, felt that the co-ordination of the three medical aids at sea, namely, medical guides, medicine chests and medical advice by radio, would result in a definite improvement of the health services available to seafarers. It recommended that ILO, WHO and IMCO should jointly undertake this assignment. The co-ordinated scheme which the Committee has now adopted is the first attempt at the international level to co-ordinate

these three medical aids into one effective scheme. It is the result of prolonged, systematic and careful discussions between consultants and members of the WHO Expert Advisory Panel on the Health of Seafarers drawn from a large number of countries and from different areas of the world, who have in one capacity or another intimate knowledge of the medical requirements on board ship, aided by practical advice from ship-owners' and seafarers' representatives from the Joint Maritime Commission of the ILO.'

About the possible implementation and use of the scheme the report says:

'The Committee, therefore, concluded that the scheme should be of great assistance in improving the health services available to seafarers and could develop increasing influence in the following ways:

Part I—International Model for Ship's Medical Guide

(a) Some countries without a medical guide could adopt it *in toto*, while others could adopt large parts of it and modify the rest to suit their own special requirements.

*See the article "The Health of Seafarers" in this Journal of February last, page 25.



Pieter de Vries, ITF General Secretary, chairing the recent meetings of the Joint ILO/WHO Committee on the Health of Seafarers. On his left is H. A. Majid, Assistant Director-General of the ILO; on his right, Dr. P. Dorelle, Deputy Director-General of the WHO.

(b) Countries which have their own national guide could adopt it *in toto* or derive benefit from it when revising their guides.

(c) The model guide could be of considerable value in training officers and ratings in the care of the sick and injured on board ship.

Part II—Medicine Chest

The tables contained in this part, although geared to provide the treatments recommended in the International Model for Ship's Medical Guide, would, *inter alia*, be of considerable assistance to countries in instituting medicine chests on board ships or reviewing the contents of those at present in use.

Part III—Code of Signals

This section, when incorporated in the revised International Code of Signals, will facilitate and improve medical assistance to ships at sea by making expert medical advice readily available whenever language difficulties exist.

The Joint Committee, realizing the efforts that were necessary to produce the scheme, and believing that it represents a major step forward in improving the health services available to seafarers, strongly recommends:

(a) that WHO should take all necessary steps for the publication of the scheme and for making it available to all Member States; and that provision should be made for periodic review of the scheme at reasonable intervals in collaboration with ILO and IMCO, as appropriate;

(b) that Part III of the scheme be adopted by IMCO *in toto* as the Medical Section of the revised International Code of Signals as soon as possible.

It is recognized in the 1958 ILO Recommendation No. 105 that the contents of medicine chests will, with the march of medical science, require revision from time to time. Without going into the procedural technicalities of such revisions, it seems to the Joint Committee that the practical course is that when the co-ordinated scheme is published and sent to governments their attention should be drawn to the fact that while Part II (Medicine Chests) is geared to Part I (Medical Guide) the proposals in Part II should be considered by governments when they are instituting or revising their national regulations about the contents of medicine chests on board ship.

Strike waived to relieve hunger

DOCKERS OF THE United States International Longshoremen's Association (ILA) responded to an appeal from the All-India Port and Dock Workers' Federation for a resumption of work during their recent 55-day strike on ships to be loaded with grain for famine-stricken India. India normally receives 600,000 tons of grain per month from the United States for distribution by the Government among the poor sections of the population. As a result of the ILA strike however grain shipments were held up, and the food situation in India became critical. The dockers agreed to make an exception in the case of the grain ships, giving a fine proof of the American worker's solidarity with his less fortunate brother on the other side of the ocean.

CONTENTS

	Page
'Two worlds' still far apart	73
Europabus	77
Sea school in Hong Kong ...	78
What's new in transport	80
Seamen's employment in India by S. Bannerjee	81
The Danube boatmen	84
Round the World of Labour	62
They drive by night	89
Computer helps save life at sea	91
News from the Regions	92
Medical assistance to ships at sea	95

Cover picture:
The gap in living conditions between the rich and poor nations shows no sign of narrowing (see page 73)

International Transport Workers' Federation

General Secretary: P. DE VRIES

President: FRANK COUSINS

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
- 335 affiliated organizations in 81 countries
- Total membership: 6,500,000

The aims of the ITF are

to support the national and international action of workers in the struggle against economic exploitation and political oppression and to make international trade union 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 to organize in trade unions;

to defend and promote, internationally, the economic, social and occupational interests of all transport workers;

to represent 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

Aden * Argentina * Australia * Austria * Barbados * Belgium
Bermuda * Bolivia * Brazil * British Guiana * British Honduras
Burma * Canada * Chile * Colombia * Costa Rica * Curaçao
Cyprus * Denmark * Dominican Republic * Ecuador * Egypt
Estonia (Exile) * Faroe Islands * Finland * France * Gambia
Germany * Great Britain * Greece * Grenada * Guatemala
Honduras * Hong Kong * Iceland * India * Indonesia * Israel
Italy * Jamaica * Japan * Kenya * Lebanon * Liberia * Libya
Luxembourg * Madagascar * Malawi * Malaya * Malta
Mauritius * Mexico * The Netherlands * New Zealand
Nicaragua * Nigeria * Norway * Pakistan * Panama * Paraguay
Peru * Philippines * Poland (Exile) * Republic of Ireland
Rhodesia * El Salvador * St. Lucia * Sierra Leone * South
Africa * Republic of Korea * Spain (Illegal Underground
Movement) * Sweden * Switzerland * Trinidad * Tunisia
Turkey * Uganda * United States of America * Uruguay
Venezuela * Zambia

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Internationale Transportarbeiter-Zeitung

ITF Journal (Tokyo - Japanese version)

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