

287

For favour of Publication.

The Editor,

Trade Union Record, Belli
....., Madras.

The following Cables have been exchanged between the ALL UNION SEA & RIVER FACE WORKERS' UNION and the MADRAS MOSCOW, HARBOUR WORKERS' UNION, MADRAS.

Cable from Moscow:

" DEAR COMRADE IYENGAR (stop) OCCASION 9th ANNIVERSARY REPUBLIC OF INDIA SOVIET UNION SEA RIVER WORKERS UNION CENTRAL COMMITTEE SENDS YOU YOUR UNION MEMBERSHIP CORDIAL CONGRATULATIONS BEST WISHES FOR NATIONAL ECONOMY DEVELOPMENT IMPROVEMENT INDIA WORKERS CONDITIONS FRATERNAL GREETINGS = ALEXANDR KOETKIN, PRESIDENT ***

Reply Cable from Mr A.S.K.Iyengar to Mr. Alexander Koetkin:

" GRATEFUL ACKNOWLEDGEMENT YOUR CABLE (stop) MAY FRIENDSHIP OF OUR TWO GREAT COUNTRIES SOVIET UNION INDIA PAVE WAY FOR EVERLASTING WORLD PEACE AND PROGRESS (stop). -

A.S.K.IYENGAR.

A.S.K. Iyengar

(A.S.K.IYENGAR)
General Secretary

"BHAGAT HOUSE"
1/73, BROADWAY,
MADRAS-1.

26 JAN 1959

This note is confined to the workers employed in loading and unloading operations of cargo and engaged by the contractors. These workers can be divided into the following categories: 1) Labour engaged in ore handling, 2) Labour engaged inside the ships (Stevedore labour) 3) Handling of cargo on shore and Coal handling.

For the first time these workers were organised into a trade union called PORT KHALASIS UNION, in the year 1950. The leadership of the union ever since its inception has been INTUC. The union gradually gathered strength and particularly since 1955 attained the position of dictating terms to the employers. Naturally, the leadership taking advantage of this position became bureaucratic in its behaviour and attitude towards the workers. It is to be noted that the main weakness of the union ever since its inception has been it was a union of maistries but not that of workers.

As has been the practice in all the ports the dock labour is divided into gangs each headed by a maistry. These maistries when making payment to the workers deduct their (illegal) commissions. These maistries have become the main links in the functioning of the union. These maistries, in addition to the commission, pocket the money earned in respect of 'waiting' and 'Lead' which otherwise ^{are} to be distributed to the workers. It is openly said that the President of the union Shri B.G.M.A. Narasingarao, M.L.A. (Congress) has a share in this loot. ~~Hence the union has been in hand-in-glove with the employers and during the negotiations get one anna for the workers.~~ Hence the union did not and could not fight against this injustice and hence perpetuated. Not only that the leadership of the union has been in hand-in-glove with the employers and during the negotiations gets one anna for the workers and pockets Rs.10/- for himself. Vast majority of the workers do not know what is happening inside the union. They do not know their rights and ^{were} kept in ignorance and the leadership is beneficially trading on the same till the general strike of the Port & Dock workers in all the ports in India.

The leadership of the union opposed the general strike vehemently and tried to black-leg but could not do much except keeping his workers away from the strike. During the strike period Vizagapatam Harbour & Port Workers Union which represents the Port workers conducted consistent exposure campaign and consequently he ^{incurred} earned the hatred of all the workers of the town. This made the dock worker to think seriously as to where he stood in relation to the other workers and particularly the port workers of Vizag Port. Consequently, 50% to 60% of the dock workers began to revolt against the leadership of the union and demanded the accounts of the union. They also demanded a general body meeting of the union which the leadership refused. The workers themselves organised the meeting after striking work for 8 hours and the president was forced to attend the same, on 8-7-58. He was humiliated in the meeting and finally had to be escorted home by the police. The leadership of this revolt was in the hands of a maistry who had his quarrels with the president but he was afraid that the whole thing might go ^{into} ~~in~~ the hands of the communists. So, he on behalf of the president assured ^{to hold} the elections and ^{Submission of} accounts of the union on 15-8-1958. This he did with a hope to settle his accounts with the presi-

president , meanwhile, using this revolt. But his calculations went wrong. As announced a meeting was held ~~on~~ on 15-8-58 under a different name and all the leaders of the revolt ~~were~~ kept at an arms length from the meeting.

The leadership of the union failed to submit the annual returns to the Registrar of Trade Unions for the years 1955-56, 1956-57 and 1957-58. The President of the union in view of the situation referred to above had written to the Registrar that the union ceased to exist. Hence the Registrar cancelled the registration of the union and thus helped him to get over the difficulty. Not only that, before the actual cancellation ~~he~~ ^{the President} announced the dissolution of the union and the merger of the same with another union DOCK LABOUR UNION ^{WORKERS} which came into existence with a membership of about 75 in early 1957 as a rival to Vizagapatam Harbour & Port Workers Union. Under the existing rules of the union it cannot enroll dock workers as its members. But all these things were irregular and contrary to the provisions of the Trade Unions Act. ~~So~~ ^{Thus} the president refused to give the accounts of the Port Khalasis Union as it had been dissolved.

Under the circumstances, the revolting ~~group~~ ^{group} under the leadership of the a maistry (L.S.N.RAO alia RAJU) was forced to have their own union. But as they were fancied they adopted the same name PORT KHALASIS UNION. The president of this new union is the son-in-law of a dissident congress M.L.A. who later became the ore-handling contractor in the Port. They have applied for the registration of the union as early as September last and the same has not yet been done. The president ~~of~~ (Sri Narasingarao) of the Dock Labour ^{Workers} Union who belongs to the ministerial group ^{is} using his influence and delaying the registration. The present strength of the two unions is as follows:

| | ^{Workers} Dock Labour Union | New Port Khalasis Union. |
|-------------------------|---|--------------------------|
| 1. Ore-handling workers | about 1600 | -- -- nil |
| 2. Shore Labour and | | |
| 3. Stevedore labour | --- 300 | -- -- 1,200 |

The membership of the Port Khalasis Union is completely from the docks thus in a key position where as the ore labour work outside the docks. The stevedore labour is connected with every ship that touches this port. The shore labour handles the various types of cargo imported or exported on the quay and they have work connected with the majority of the ships. But the ore labour have work only when there is ore export.

Coming to the main problems of the workers both the unions are not taking them up. As far as the Vizag port is concerned (1) handling ~~of~~ import and export cargo on shore and (2) ore handling work are port's work. These two works used to be auctioned and done thru the contractors. I need not narrate the evils of this system. In this system the worker wont get his wages without the deductions. Similarly the stevedore workers also have to forego some money as commission to the maistries. The port khalasis union nor the dock ^{Workers} labour union fought against this and for the regularisation of the service conditions of these workers in accordance with the Dock Labour Employment Regulations.

However, the All India Port & Dock Workers' Federation took up the issues with the Government of India and in the Tripartite conference held in November 1956 the Govt. assured that the Shore Labour and Ore Labour would be departmentalised as soon as the present contracts came to termination. Similarly they assured Schemes to the stevedore labour. Neither of the two unions were interested in this as this completely frees the worker from the clutches of the contractor and the maistry.

On the eve of the port general strike the Govt. of India have published a draft scheme for the stevedore workers and it is hoped that it would be finalised and brought into force soon. Regarding the items which have been promised to be departmentalised the ore work is still under contractor. The shorework is in a way departmentalised. There are two types of workers. One is bag cargo handling: This work is stopped from being auctioned but the maistries of the bag-cargo labour number 14 are now the contractors instead of one and as far as the workers are concerned there is no change as this did not remove the maistries' commission nor ensured direct payment to the worker. The second one is the general cargo: It is completely departmentalised. The worker is paid directly by the port administration. But the scheme ensuring guaranteed wage, leave with pay, festival holidays with pay, benefit of P.F., attendance money etc. are not yet implemented and the local Port Authorities are not inclined to do it without a struggle.

As stated earlier the dissident congress M.L.A. Sri Eti Nagayya has become the ORE-HANDLING contractor of the port. All the 1,625 ore handling workers are members in the Dock Labour Union and are solidly behind Narasingarao even today. The contractor and the president in addition to their political quarrels have their personal disputes also. Each wants to destroy the other and once indulged in physical fight. The president of the newly formed Port Khalasis Union is the son-in-law of the contractor and so for the time being the Port Khalasis union lends its moral support to the contractor against the leadership of the Dock Labour Union. The mass of the workers of the Port Khalasis Union see only the enmity against Narasingarao but not other aspects.

The M.L.A. contractor in his desire to oust Narasingarao from the port wanted to replace all the 1,625 ore handling workers by his own men. This no trade union worth the name will accept and naturally the Dock Labour Union for existence resisted this attempt and succeeded in retaining all the workers. But there is another aspect of it about which trouble is brewing- All the ore workers are divided into 65 gangs consisting 25 each one among them being a maistry. As it stands to day actually all the 25 are not there in each gang. There is shortage in every gang. The question arose who should fill up the vacancies. The contractor says that it is his right and where as the union contends that it is its right by reason of practice. There is no agreement so far on this. Secondly the contractor wants to pay the worker direct but the union objects to it. Like that on every simple thing one tries to oust manoeuvre the other. Having all the ore-handling workers solidly behind the president of the Dock Labour Union is frequently indulging in stoppages. It is a factional quarrel

in which the workers are used as ~~pwn~~ pawns.

Another important aspect is that a case pertaining to the stevedore labour ~~is~~ (wage increase) is pending before the Central Industrial Tribunal. The vast majority of the workers say 70% to whom the dispute relates are in the newly formed Port Khalasis Union. As it is not yet registered they cannot appear before the Tribunal and argue the case. The Dock ^{Workers} Labour Union though represents a minority ^{Port} workers has already been made a ^{party} to the dispute. This is definitely a disadvantage to the Port Khalasis Union. The leadership of the union is ~~rather tactfull~~ nor effective. Further, the general secretary of the Port Khalasis Union is one of the fourteen maistries mentioned above. ~~above~~. So it can easily be construed that this union also will not take up this problem of departmentalisation as it will cut at the roots of the maistries.

But the Vizagapatam Harbour and Port Workers Union has already taken up the matter with the authorities and also decided to educate workers as to their rights. This union can cover the workers departmentalised (shore workers). Hence there ^{are} limitations to cover the stevedore labour as they are contract labour. It is therefore necessary that the matter should be taken up at higher levels i.e. Government of India and the Parliament. As it is evident that the leaderships of both the unions are mainly engaged in factional quarrels rather than interested in improving the living conditions of the workers, a situation has arisen for starting another union only to protect the interest of the workers and improving their conditions.

ISSUES:

1. Delay in departmentalisation of Ore work.
2. Delay in completing the departmentalisation of Bag-cargo work.
3. Delay in introducing the schemes ensuring guaranteed wages, leave ~~with~~ with pay, holidays with wages, attendance money introduction P.F. etc.
4. Delay in introducing the scheme for the Stevedore labour and constitution of Dock Labour Board.

LATEST POSITION: It is said that ^{when} the Chief Minister of this state visited this place, has put in a word ^{to the P.A.O} to help the Dock ^{Workers} Labour Union. Consequently when there was a lightning strike by the ore handling workers the Port Administrative Officer gave ultimatum to the contractor and took over the work and from 17th last the Ore handling work is being done by the port. Ofcourse this does not benefit the workers unless direct payment is made. This can be used to press further in the direction of complete departmentalisation.

January 27, 1959.

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17th February, 1959

Com. D.K. Ganguli,
General Secretary,
Calcutta Port Sharmik Union,
26 Pipe Road,
CALCUTTA-23

Dear Comrade,

Please find herewith a copy of
a letter received by us from Com. Patrick
L. Troy, Secretary, Federated Ship Painters
and Dockers' Union of Australia dated the
27th January, 1959.

We are forwarding this letter
to you for your information and necessary
action. *referred to the Com. Council.*

Greetings,

Yours fraternally,

K.G.
Feb 17
(K.G. Sriwastava)
SECRETARY

287

17th February, 1959

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Calcutta Port Sharmik Union,
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referred to the Com: Comd.

Greetings,

Yours fraternally,

17/2
Feb 17
(K.G.Sriwastava)
SECRETARY

To :
Com. A.S.K. Iyengar.
General Secretary,
Madras Harbour Workers Union, Bhagat
1/73 Broadway, Madras - 1 Home

Dear Comrade,

Received your telegram of
Feb. 12. Please accept our
congratulations for ~~the success~~ and
convey our greetings to all the members of
our ~~transport~~ union ~~has~~ ^{for the success they have} won in
ballot for recognition of union
conducted by Madras Government.

We are waiting for a
detail report from you
regarding ~~the~~ your victory.

~~Thanking you.~~
Greetings..

Yours fraternally.

13th Feb.'59

Com. A.S.K.Iyengar,
General Secretary,
Madras Harbour Workers' Union,
Bhagat House,
1/73 Broadway,
Madras-1

Dear Comrade,

Received your telegrams of
February, 12, 1959. Please accept
our congratulations and convey our
greetings to all the members of our
union for the success they have won in
ballot for recognition of union
conducted by Madras Government.

We are waiting for a detailed
report from you regarding your victory.

GREETINGS,

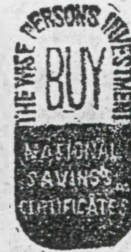
Yours fraternally,

none
92013
(K.G.Sriwastava)
SECRETARY

1358



C-3



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at _____ H. _____ M.

X OE MADRAS 12

DANGE AITUCONG NEWDELHI.

.....OUR TRANSPORT UNION DECLARED WON IN BALLOT FOR
RECOGNITION OF UNION CONDUCTED BY MADRAS GOVERNMENT.

*Don for details
1/2/2*

A S K IYENGAR...

ØGSTØ1640HRS.

The sequence of entries at the beginning of this telegram is—class of telegram, time handed in, serial number (in the case of foreign telegrams only), office of origin, date, service instructions (if any) and number of words.

This form must accompany any enquiry respecting this telegram.
MGIFPAh.—131—30-4-57—91,370 Bks.

No.E&I.40(17)/58
GOVERNMENT OF INDIA
MINISTRY OF LABOUR AND EMPLOYMENT

.....

From

Shri R.L.Mehta, I.A.S.,
Joint Secretary to the Government
of India.

To

The Secretary,
All India Trade Union Congress,
4 Ashok Road,
New Delhi.

Dated New Delhi, the 26-2-'59

Subject:- Cochin Port - alleged assault on workers -
Code of Conduct.

.....

Dear Sir,

It has been brought to the notice of this Ministry that on December 22, 1958, there was a quarrel between the Cochin Thuramugha Thozhilali Union gang of workers and the Cochin Port Cargo Labour Union gang of workers in the Island Goods Shed area and both the gangs stopped their work. Some members of these Unions also asked the workers of the Cochin Port Thozhilali Union, who were doing their work separately and peacefully, to stop the work and when they refused to do so assaulted them. Two of the workers belonging to the Cochin Port Thozhilali Union, were also stabbed and had to be removed to the hospital. Later, during the night the house of Shri K.M.Ebrahim, a member of the Cochin Port Thozhilali Union, was raided and his wife and brother assaulted.

2. If the above allegations are correct, you will appreciate that the action of the members of the Cochin Port Cargo Labour Union, which it is understood is affiliated to your organisation, was against the provisions contained in para 7 of the Code of Conduct. I am, therefore, desirous to request you that the matter may kindly be investigated and necessary action taken to avoid the recurrence of such gross violations of the Code of Conduct.

3. The Ministry may kindly be informed of the action taken in the matter.

Yours faithfully,

(S.B.L.Nigam)
for Joint Secretary.

d.a.nil
a.s.b.24.2.59

L INDIA PORT & DOCK WORKERS' FEDERATION

Secretary:
N CHATTERJEE

President's Office:
Kavarana Building,
26, Frere Road, Bombay-9.

Vo. Fed/P-3/

Date February 15, 1959.

My Dear Com. Dange,

As settled during our talks this morning, I am jotting down below a few facts pertaining to our Federation and I hope you will kindly do the needful in helping us to solve the difficulties, we are confronted with.

In a letter I had written to you in March last year, I had given therein few facts about the formation and working of our Federation, particularly about the position of each group. You are also generally aware about the General Strike of June last and the subsequent negotiations we had with the Government in July. I will not therefore cover those matters once again.

After we finished our talks with the Government, a resolution containing Government's decisions on the recommendations made by the Special Officer in his Report was published on 20th July. The Federation's working Committee immediately met at Delhi itself to consider it. We came to the conclusion that the relief to workers granted by the Government was unsatisfactory, disappointing and fell far short of our expectation. We were also very sorry that the good offices of the Prime Minister were of no avail to us. But we could not decide what further lead we should give to workers regarding the issues involved. We decided that the whole matter should be considered individually by the Unions and thereafter, say within a month, the National Executive of the Federation should meet to decide upon further course of action.

Normally, that meeting should have been held before middle of September. But on this or that plea, Comrade K. Makhani, the General Secretary, did not call it and even now he has not done so, despite my repeated requests to ~~ask~~ him. He is not doing it, as the over-all position of his HMS group has since changed for the worse and he has therefore apprehensions in his mind that many unpalatable points would be raised at the meeting and he may not have the majority with the result that he and some of his colleagues would have to face uncomfortable time at the meeting. In the July meeting, we granted affiliations to two small Unions, one from Vazag and another from Khandla and both of these Unions are non-HMS Unions. In his own Calcutta Unions, he is having increased opposition. In fact, he is afraid that all other groups in his Union will make common cause and as a result he might find himself in a minority in his own Union. At Madras also, the position of Comrade Iyengar has been further strengthened compared with that of Com. Anthony. Applications from some Unions are pending, and none of them is likely to align itself with the HMS in a blind manner. Therefore, he sees a picture in which he and his group might go into a minority during the next meeting of the Central Executive and thereafter. He had pinned hopes that with the introduction of piece-rate awarded by a Tribunal, he would have been able to attract more workers to his group. But the introduction of piece-rate has also had a disappointing effect. He is against this back-ground that he is unwilling to hold the meeting and his HMS colleagues are allowing him to do so.

But the non-holding of the meeting for such a long period has its demoralising effect upon workers in general. For all practical purposes, the Federation has become more or less moribund. Government cannot be unaware of these developments in the Federation. They are jubilant, and they have generally stiffened their attitude towards the port workers and their organisations. What was assured in the July resolution has not yet been implemented. Workers are without lead. Furthermore, the work of the Jeejeebhoy Pay Committee, appointed in terms of a decision contained in the said Resolution, is being held up because of the failure of the Federation to meet and prepare its own comments on the scheme submitted by the Port Trusts to that Committee. Thus, there is a great need of meeting and yet that meeting is not being convened as stated above. That is ~~xxx~~ a dilemma before us.

As the President of the Federation, I would have called the meeting. But there is the danger of its being boycotted by the HMS people, which will lead to further disintegration. I had called a similar meeting in July last, but the HMS people did not allow to hold it. On the contrary, some of us, particularly Com. Iyengar, were humiliated. Therefore, I do not want to take the risk, unless I am assured of the support from majority of Unions and particularly from the Calcutta Port Union. I wrote to some of my colleagues, including Com. Iyengar, Bhadram and Ganguly. But there is no reply from any of them. In my opinion, that is the only way to break the deadlock. If your group people in the Calcutta Union would raise the question in their Union and make common cause with other groups it would be possible to compell Makhan to call the meeting and in the event of his failure to attend a meeting called by me, the HMS people will come to their senses. For this purpose, it is necessary that there should be an understanding between your group, Com. Dubey and Com. Rajani's Union people. I have definite information ~~xxxxx~~ that Com. Dubey and active workers of the Rajani's Union are wanting such an understanding. But your group is hesitant because of your party's general opposition to Com. Dubey and because of the risk of antagonising the group of Com. Sisir Roy working in the Port Union. Such a policy was being pursued on incorrect assessment that Com. Dubey is a finished force and that Com. Roy is a force to be counted. All subsequent events have proved that Sisir Roy is fast going into the ~~clutches~~ of INTUC people and existing on the support they are getting from the port authorities. It has been also amply proved that Com. Dubey still enjoys the confidence of the major section of dockers. Is it not necessary that the situation is reassessed and policy modified accordingly? Whatever information I possess of the situation at Calcutta suggests to me that with such a joint front, the position there will immediately begin to change for the better, leading towards early solution of our problems.

Com. Dubey's Union is having stoppages of work for few hours every month for the last four months against series of grievances. It is unfortunate that the Port Union is not going to his help. In case his Union goes down, the Port Union will also become innocuous, and inturn the Federation too will become ineffective. On that account also, an understanding of the above type must be evolved.

I do not desire to burden my letter any further with many other things, which can be appropriately brought to your notice. But our major difficult is above, and if you will please appreciate it and give some guidance to your comrades, I shall be very happy. I hope that you will, as promised this morning, move swiftly in the matter and let me know what you ultimately propose to do. With warm greetings,

Com. ...
Bombay.

Yours sincerely,
[Signature]

Date February 15, '59

My dear Com.Dange,

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After we finished our talks with the Government, a resolution containing Government's decisions on the recommendations made by the Special Officer in his Report was published on 20th July. The Federation's working committee immediately met at Delhi itself to consider it. We came to the conclusion that the relief to workers granted by the Government was unsatisfactory, disappointing and fell far short of our expectation. We were also very sorry that the good officers of the Prime Minister were of no avail to us. But we could not decide what further lead we should give to workers regarding the issues involved. We decided that the whole matter should be considered individually by the Unions and thereafter, say within a month, the National Executive of the Federation should meet to decide upon further course of action.

Normally, that meeting should have been held before middle of September. But on this or that plea, Comrade Makhan, the General Secretary, did not call it and even now he has not done so, despite my repeated requests to him. He is not doing it, as the over-all position of his HMS group has since changed for the worse and he has therefore apprehensions in his mind that many unpalatable points would be raised at the meeting and he may not have the majority with the result that he and some ~~xx~~ of his colleagues would have to face uncomfortable time at the meeting. In the July meeting, we granted affiliations to two small Unions are non-HMS Unions. In his own Calcutta Union, he is having increased opposition. In fact, he is afraid that all other groups in his union will make common cause and as a result ~~of~~ he might find himself in a minority in his own Union. At Madras also, the position of Comrade Iyengar has been further strengthened compared with that of Com.Anthony. Applications from some Unions are pending, and none of them is likely to align itself with the HMS in a blind manner. Therefore, he sees a picture in which he and his group might go into a minority during the next meeting of the Central Executive and thereafter. He had pinned hopes that with

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With warm greetings.

Yours sincerely,

Com.S.A.Dange,
BOMBAY.

Ref. No. Fed/P-3/

Date February 15, '59

*File
Part 2 Books
Jedermann
Kali's letters
Private SFD
Copy given to Jyoti*

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In a letter I had written to you in March last year, I had given therein few facts about the formation and working of our Federation, particularly about the position of each group. You are also generally aware about the General Strike of June last and the subsequent negotiations we had with the Government in July. I will not therefore cover those matters once again.

After we finished our talks with the Government, a resolution containing Government's decisions on the recommendations made by the Special Officer in his Report was published on 29th July. The Federation's working committee immediately met at Delhi itself to consider it. We came to the conclusion that the relief to workers granted by the Government was unsatisfactory, disappointing and fell far short of our expectation. We were also very sorry that the good officers of the Prime Minister were of no avail to us. But we could not decide what further lead we should give to workers regarding the issues involved. We decided that the whole matter should be considered individually by the Unions and thereafter, say within a month, the National Executive of the Federation should meet to decide upon further course of action.

Normally, that meeting should have been held before middle of September. But on this or that plea, Comrade Makhan, the General Secretary, did not call it and even now he has not done so, despite my repeated requests to him. He is not doing it, as the over-all position of his HMS group has since changed for the worse and he has therefore apprehensions in his mind that many unpalatable points would be raised at the meeting and he may not have the majority with the result that he and some ~~of~~ of his colleagues would have to face uncomfortable time at the meeting. In the July meeting, we granted affiliations to two small Unions are non-HMS Unions. In his own Calcutta Union, he is having increased opposition. In fact, he is afraid that all other groups in his union will make common cause and as a result ~~of~~ he might find himself in a minority in his own Union. At Madras also, the position of Comrade Iyengar has been further strengthened compared with that of Com.Anthony. Applications from some Unions are pending, and none of them is likely to align itself with the HMS in a blind manner. Therefore, he sees a picture in which he and his group might go into a minority during the next meeting of the Central Executive and thereafter. He had pinned hopes that with the introduction of piece-rate awarded by a Tribunal

avoiding to hold the meeting and his HMS colleagues are allowing him to do so.

But the non-holding of the meeting for such a long period has its demoralising effect upon workers in general. For all practical purposes, the Federation has become more or less moribund. Government cannot be unaware of these developments in the Federation. ~~has been common~~ They are jubilant, and they have generally stiffened their attitude towards the port workers and their organisations. What was assured in the July resolution has not yet been implemented. Workers are without lead. Furthermore, the work of the Jeejeebhoy Pay Committee, appointed in terms of a decision contained in the said Resolution, is being held up because of the failure of the Federation to meet and prepare its own comments on the scheme submitted by the Port Trusts to that Committee. Thus, there is a great need of meeting and yet that meeting is ~~not~~ being convened as stated above. That is a dilemma before us.

As the President of the Federation, I would have called the meeting. But there is the danger of its being boycotted by the HMS people, which will lead to further disintegration. I had called a similar meeting in July last, but the HMS people did not allow to hold it. On the contrary, some of us, particularly Com.Iyengar, were humiliated. Therefore, I do not want to take the risk, unless I am ~~am~~ assured of the support from majority of Unions and particularly from the Calcutta Port Union. I wrote to some of my colleagues, including Com.Iyengar, Bhadram and Ganguly. But there is no reply from any of them. In my opinion, that is the only way to break the deadlock. If your group people in the Calcutta Union would raise the question in their Union and make common cause with other groups it would be possible to compell Makhan to call the meeting and in the event of this failure to attend a meeting called by me, the HMS people will come to their senses. For this purpose, it is necessary that there should be an understanding between your group, Com.Dubey and Com.Rajani's Union People. I have definite information that Com.Dubey and active workers of the Rajani's Union are wanting such an understanding. But your group is hesitant because of your Party's general opposition to Com.Dubey and because of the risk of antagonising the group of Com.Sisir Roy working in the Port Union. Such a policy was being pursued on incorrect assessment that Com.Dubey is a finished force and that Com. Roy is a force to be counted. All subsequent events have proved that Sisir Roy is fast going into the clutches of INTUC people and existing on the support they are getting from the port authorities. It ~~was~~ has been also amply proved that Com.Dubey ~~is~~ still enjoys the confidence of the major section of dockers. Is it not necessary that the situation is reassessed and policy modified accordingly? Whatever information I possess of the situation at Calcutta suggests to me that with such a joint front, the position there will immediately begin to change for the better, leading towards early solution of our problems.

Com. Dubey's Union is having stoppages of work for few hours every month for the last four months against series of grievances. It is unfortunate that the Port Union is not going to his help. In case his Union goes down, the Port Union will also become innocuous, and in turn the Federation too will become ineffective. On what account also an understanding of the above type must be evolved.

I do not desire to burden my letter any further with a many other things, which can be appropriately brought to your notice. But our major difficult is above, and if you will please appreciate it and give some guidance to your comrades, I shall be very happy. I hope that you will, as promised this morning, move swiftly in the matter and let me know what you ultimately propose to do.
With warm greetings.

Com.S.A.Dange,
BOMBAY.

Yours sincerely,

cc/- P.H. Kalle

To

Ref. No. AIP/10/59

The General Secretary,,
 All India Port & Dock Workers' Federation,
 C/o. No. 154 South Avenue, NEW DELHI.

Dear Comrade,

Your letter No. FED/5/5/59, dt. 16-2-59 was received in our office on 20-2-59. I thank you very much for the invitation to attend the meeting of the Working Committee at Delhi on 28-2-'59. You know Delhi is not near to us nor can we afford to fly. If the attendance of the members and the invitees is seriously and sincerely desired the members and the invitees should have been informed much in advance so that they can adjust their work. In the present case the invitation was dated 16-2-'59. But posted on 19-2-59 at Calcutta. To reach Delhi in time one should leave this place on 22-2-59. ~~It was only a week~~ ^{in the least} ~~last.~~ ^{short} Thus there was only two days time which is too ~~short~~ a one.

For the last few months particularly since ~~July~~ last the leadership of the Federation has become more constitutional minded which I feel ^{is} coming in the way of the effective and healthy functioning of the Federation. Coming to the point the first sentence of your letter under reference says there is a constitutional difficulty for holding a meeting of the National Executive Committee. But when I go through the Constitution of the Federation I find the "difficulty" is only an imaginary one, for Bylaw II says that "The members will hold office till the next meeting of the annual general Body of the Federation". Hence it is clear that ~~the~~ all the members of the N.E.C. who were there previously will continue to constitute the N.E.C. till the next annual General Body. Therefore the "pre-requisites" fall outside the scope of the constitution in so far as they relate to the meeting of the N.E.C. I may further point out that according to the Bylaw

P.T.O.

By-law II " the National Executive Committee shall be responsible for policy matters ----- " But you are aware the powers of the N.E.C. have been usurped by the Working Committee. The N.E.C. has been made defunct - and it could not express ~~its~~^{its Views} ~~use~~ on the resolution of the 20th. July despite a promise of a special Conference. Similarly working committee revised its own decision regarding the attitude towards the Pay Committee. Now again the W.C. itself ^{Wants} ~~once~~ to decide on the proposals made by the Port authorities regarding Pay Scales. This I strongly feel is neither in the interest of the Federation nor in accordance with the Constitution. I may therefore state the W.C. has no authority to decide to formulate counter proposals. ~~Far~~ from that, to formulate counter proposals the material given to the affiliates is not sufficient, because the duties attached to each designation have not yet been ~~sent~~ given to us. However, subject to these limitations our opinion on the proposals are being sent separately.

Encl :
22/2.

Yours Comradely.

M. V. Bhadrin

25 FEB 1959

BY AIR MAIL

T'grams: LABORHARB.

Regd No. 65

Estd 1936.

The Vizagapatam Harbour & Port Workers' Union,

Harbour Approach Road, VISAKHAPATNAM-1

From:

To:

General Secretary,
Vizagapatam Harbour and
Port Workers' Union.

The General Secretary,
A.I.P. & D.W. Federation,

NEW DELHI.

Our Ref No. A.I.P./9/59

Date 22.2.1959.

SUBJECT:

Dear Comrade,

I regret very much to state that none of us will be attending the meeting mainly because of short notice. Had we received the invitation sufficiently earlier, Com. Sharma could have attended the meeting. In view of this, I feel it my duty to communicate my feelings as contained in the letter enclosed. I am writing this letter from bed as I am confined to bed under medical advice.

Yours comrade,

Encl: 1

(Sd) M.V. BHADRAM.
President,

Vizagapatam Harbour and
Port Workers' Union.

/TRUE COPY/

C.C. to Com. Kale
✓ Com. S.A. Dange.

M.V. Bhadram
22/2/59

Mr. A.S.K. Iyengar,
General Secretary,
The Madras Harbour Workers' Union,
1/73, Broadway, Madras-1. India.

Tomitaro Kaneda,
President: All Japan
Dock Workers' Union,
1825 Sanno 2 Chome,
Otaki, Tokyo, Japan
February 15, 1959.

Dear Brother,

Let me offer my warm greetings to you for all what you have been doing for the holding of All Pacific and Asian Dock Workers' Trade Union Conference.

As the Conference is to be held in Japan, we the All Japan Dock Workers' ~~Union~~ Union is in charge of preparatory activities for the meeting. I hope that you have already known and have approved that, I, being in charge of preparatory activities, have exchanged letters with Brother Harry Bridges of the International Longshoremen's and Warehousemen's Union on necessary points.

The schedule for the conference has been already decided upon. And now we should like to ask you to recommend trade unions may take part in the conference.

The Conference will be held according to the following schedule:

1. Date: May 11, 12, 13, 1959 (The period can be extended).
2. Place: Tokyo, Japan.
3. Participating Organizations: Invitations shall be sent to all the trade unions to be recommended by Sponsoring Unions.
4. Agenda: 9 Points proposed by Brother Harry Bridges in his letter of Dec. 2, 1958, and the questions on peace and disarmament, etc.
5. Expense: Travelling and Staying Expenses shall be borne by each Delegation. Conference expense shall be borne in common among the participating Unions. After the Conference, Delegates will have an opportunity of visiting important places in Japan at the expense of Japanese sponsoring Union.

We are now ready to send out invitations to the above mentioned effect. Therefore, we want to ask you to recommend trade Unions that may participate in the Conference. As soon as you write us their names and addresses, invitations shall be sent to all of them.

1. Sponsoring Unions shall be responsible for the following regions:

- (a) International Longshoremen's and Warehousemen's Union- Region including U.S.A., Central and South America, Hawaii and Canada.
 - (b) Waterside Workers' Federation of Australia- Region including Australia, New Zealand.
 - (c) Waterside Workers' and Seafarers' Union of Indonesia- Region including Indonesia, Malaya, the Philippines.
 - (d) Madras Harbour Workers' Union -- Region including India, Pakistan, Ceylon, Thailand, Burma.
 - (e) All Japan Dock Workers' Union- USSR, China.
- (Please send us the names and addresses of the unions to which we will send invitations.)

2. Composition of the Delegation, etc.

- (a) Each Delegation shall be composed of less than 5 members.
- (b) One Delegate of each participating organization is expected to arrive in Tokyo 5 days ~~in~~ ahead of the Conference to set up a preparatory committee for the conference.

We should like to ask you to let us know as soon as possible the names of the countries and organizations that will take part in the Meeting.

- 2 -

Wishing to consolidate our friendship at our gathering.

Yours fraternally,

Sd. Tamitaro Kaneda.
President: All-Japan
Dock Workers' Union.

/true copy/

Government of India
Overseas Communications Service.

LKM 337 DX330 TJK416 TOKYO 27 16 1540
LT MADRAS HARBOUR WU 1/73 BROADWAY MADRAS =

WIRE IMMEDIATELY NAMES DATES OF BIRTH POSITIONS ADDRESSES ON DELEGATES ATTENDING PACIFIC DOCKERS CONFERENCE REQUIRED FOR ENTRY VISA APPLICATION - KANEDA .

True Copy.

287

March 2, 1959

The General Secretary,
Cochin Port Cargo Labour Union,
Charattapalam,
COCHIN-2 (Kerala)

Dear Comrade,

Please find herewith a copy of ^a ~~two~~
letters received by us from the E & I
Division of the Labour Ministry and
let us have your comments on it at
an early date so that we may be able
to send a reply.

With greetings,

Yours fraternally,

Mrs
Mar 2

(K.G.SRIWASTAVA)
Secretary.

Encl:

Sir,

In continuation of the Ministry's letter of even number dated the 30th October 1958 on the above subject, I am desired to say that Government of India are keeping a close watch on the implementation of O.S.D's recommendation at all the ports. It will, however, be appreciated that these recommendations have to be examined by port authorities with reference to their applicability at a particular port and in some cases in consultation with the unions concerned some delay in their implementation is inevitable. The present position in regard to some of the points made by you is as follows:-

- (i) Working hours The Port Authorities are considering the question of refixing the hours of work under the M.W.Act for certain marine and intermittent categories of employees vide para 22 of the Government Resolution No.23-PLA(87)/58 of July 20, 1958, and readjustment of the shift hours vide para 23 of the Resolution.
- (ii) Overtime. Paras 34 and 35 of the Resolution (July 20, 1958) regarding review of the system of payment of overtime to lower ranks of supervisory staff and the payment of overtime at double the ordinary rates etc., are under consideration by the Port Authorities.
- (iii) Holidays. The O.S.D's recommendation regarding grant 21 days of paid holidays and casual leave taken together to workers vide para 43 of the Resolution has already been implemented by the Port Authorities.
- (iv) Payment for weekly off.

The question of adopting the Bombay practice of payment of wages for the weekly off day when the work is done and for the substituted rest day vide para 29 of the Resolution is under consideration.

Yours faithfully,

d.a.nih.
h.s.

For Joint Secretary

287

March 10, 1959

Com. G.H.Kale,
President,
All India Port & Dock Workers'
Federation,
Bombay

Dear Comrade,

Please find herewith the letter from the National Committee of the Seamen's Trade Union of China addressed to you with a request to send one delegate from your organization to visit China for a period of three to four weeks in the month of April, 1959. Kindly acknowledge the receipt of the same. It was wrapped in
one H.

With greetings,

Yours fraternally,

Vm.
Mar 10.

(K.G.SRIWASTAVA)
SECRETARY

Encl: 1

Copy of letter dated 24th February, 1959 from Shri
Lia Ta-chao, Chairman, National Committee of the
Seamen's Trade Union of China to Mr. G.H.Kale,
President All India Port & Dock Workers Federation

I am very happy to inform you that with a view to promoting the friendly relations between the trade unions of China and India, our union has the pleasure to invite one delegate from your organization to visit China for a period of three to four weeks in the month of April, 1959. We shall be much honoured if our invitation would be accepted.

The formal invitation is being sent to the Ministry of Foreign Affairs of the Government of India. It is hoped that the delegate would arrive in China in the first half of April, 1959, and we would like to be informed beforehand of his name and passport number.

Your early reply will be much appreciated.

With fraternal greetings.

19 MAR 1959

Dock & Outside Thicka Mazdoor Union

REGD. NO. 3343

15, Braunfeld Row, Calcutta-27

Ref. No.

Dated the 6th March, 1959

287

To
The General Director of Food,
Ministry of Food & Agriculture,
Govt. of India,
New Delhi.

Re:- New Tender for handling loading,
unloading and other works of foodgrains
in the godown of Calcutta P.C. and
non-P.C. areas.

Ref:- Our letter dated 5th January, 1959.

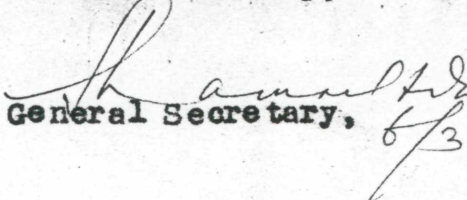
Dear Sir,

In our above mentioned letter we drew the attention of the authorities concerned to keep in view the workers' poor wages and to leave them a scope to collective bargaining for more wages. To do so it is essential for your goodself to look in the matter before running after a low Tender submitted by the unscrupulous contractors.

The workers have already decided to launch in a movement for enhancement in present rates in all possible ways and means including the strike as a last resort.

Consequently you are requested to take the matter seriously and do the needful according.

Yours faithfully,


General Secretary, 6/3

Copy to :-

1. The Hon'ble Food Minister,
Govt. of India,
New Delhi.
2. The Ministry of Labour & Employment,
Govt. of India,
New Delhi.

contd....

Dock & Outside Thicha Mazdoor Union

REGD. NO. 3343

15, Braunfeld Row, Calcutta-27

Ref. No.

Dated the 19

- 2 -

3. The Leader of the Communist Parliamentary Group,
New Delhi.
4. R. D. (Food),
8, Esplanade East,
Calcutta-1.
5. A. L. C.,
12, Chowringhee Sq.,
Calcutta-1.
6. Hon'ble Food Minister,
Govt. of West Bengal,
Writers' Buildings,
Calcutta-1.
7. Hon'ble Labour Minister,
Govt. of West Bengal,
Writers' Buildings,
Calcutta-1.
8. M/s. A. C. Butail,
Chittaranjan Avenue,
Calcutta-1.
9. M/s. S. C. Kundu,
20, Strand Road,
Calcutta-1.
10. M/s. K. M. Ghosh,
4C, Chetla Hat Road,
Calcutta-27.

18 MAR 1959

THE COCHIN PORT TEMPORARY & CASUAL WORKERS UNION

REG: No. 182/55.

(AFFILIATED TO A. I. T. U. C. & W. F. T. U.)

President:

T. C. N. MENON, D. Com., LL. B.

Gen. Secy:

K. A. RAJAN.

Office:

NARAYAN BUILDINGS

COCHIN - 5.

Date, 14th March 59.

C No.

The Hon'ble Minister for Transport,
Govt. of India, New Delhi.

The Hon'ble Minister of Labour,
Govt. of India, New Delhi.

Dear Sir,

Sub:- Retrenchment of workers-- Four Berth
Construction site--Port of Cochin.

The Port authorities have already issued notices of 250 workers on the plea of shortage of work from the Four Berth construction work.

We may be allowed to point out that the above retrenchment is unwanted and could have been avoided if proper efficient steps were taken to carry out the work. You should also know the workers are mainly engaged in the work of sinking and building up of Manolithic wells. Out of a total of 44 wells, the sinking work has been completed only in a small number of wells. The majority of the wells are yet to be completed. Not only that the important work of filling the wells also have to be carried out. Not only that while workers are served with notice of retrenchment on the plea of shortage of work, the authorities are daily engaging hundreds of workers for overtime.

In the light of the above facts we strongly protest against the above action of the Port authorities and request you to look into the matter and see that the retrenchment is stayed in the larger interest of efficient and early completion of the work of the port.

Thanking you,

Yours sincerely,

cc to:-

The Chief Labour Commissioner, central,
The joint secretary, Minister for
Transport & communication (transport dept)
The General Secretary, A.I.T.U.C.

14.14.1959

1.9 MAR 1959

THE COCHIN PORT CARGO LABOUR UNION

(Reg: No. 176)

കൊച്ചിൻ പോർട്ട് കാർഗോ ലേബർ യൂണിയൻ (റജി: നമ്പ് 176)

Ref:

287

Cochin-2. 6---3--- 195 9

The Secretary,
All India Trade Union Congress,
New Delhi.

Dear Comrade,

This is with reference to the letter received from A.I.T.U.C on 5-3-59 (letter dated 26-2-59) and the copies of the letters enclosed therewith.

The fact mentioned in the endorsed copy of the letter regarding certain clashes at the Rly: Goods-shed over dispute between the rival Unions are completely baseless and one sided. The story is entirely a different one. All through our Union, the Cochin Port Cargo Labour Union was being and is being continuously made to suffer heavily in respect of all disputes uptill now.

Now there are more than one case in the lower courts and in the High Court of Kerala against the leaders of the other Unions namely the Cochin Thuramugha Thozilali Union and the Cochin Port Thozilali Union charging them of forging a bogus list of workmen at Rly: Goods-shed. Also we have sought for sanction from the Central Government to proceed against the Central Conciliation Officer who is also charged with abetting the forgery.

all About the clashes also there has been cases on ~~it~~ either sides which are pending in the courts, ~~the majority of~~ being the result of the provocation from W.T.U.C + C.T.U.

Now the disputes including the one at Rly: Goods-shed have been referred to the Tribunal by the State Government which is being questioned in the High Court by the other Unions and an interim Stay has been secured by them.

We also filed a writ petition in the High Court of Kerala to stay the action of Central Conciliation officer which was also sanctioned.

In short, the position is a stand still.

Here we may also remind you of our memorandum of 2nd december 1958 which was published in the Trade Union

of 2nd december 1958 which was published in the Trade Union

THE COCHIN PORT CARGO LABOUR UNION

(Reg: No. 176)

കൊച്ചിൻ പോർട്ട് കാർഗോ ലേബർ യൂണിയൻ (റജി: നമ്പ് 176)

Ref:

--2--

195

Cochin in the absence of non- implementation of mutual agreements by the Government of India Authorities concerned in the matter. The Government of India have not uptill now shown the Courtesy of even acknowledging receipt of our memorandum nor have enquired into the allegations brought out in the memorandum.

It is as the result of the callousness shown by the Government of India and their local officers in boosting up their favourite organisations by sleeping over ~~Contract~~ agreements and some times even misinterpreting the understandings, that the situation at the port of Cochin has deteriorated.

We have been constantly urging upon the Government of India Officials to make an on the spot enquiry as to the representative charector of the Unions in the Rly: Goods-shed as also the nature and items of work each Union members were doing. The Central Conciliation Officer and the higher authorities kept silent over the request for a considerable time and allowed the INTUC & CTFU to pounce upon our members and encroache upon the work our members were doing. There is not a single instance where our members indulged in demanding or encroaching upon others' work or rights. We categorically deny all such allegations as malicious and as one aimed at jutifying their own deeds.

Moreover we may here point out that more than 50% of the work which the existing workers were doing at Rly: Goods - shed is now being taken away by the INTUC & CTFU Unions with the help of the Administrative Officer and ~~Kansil~~ the Conciliation officer and is continuing as such despite our protest.

A sub-committee headed by the president of the Indian Chamber of Commerce to go into the above matters and to determine the status-quo as on or before 4-3-1958, after contining its work for about a month suddently left out the matter very uncermoniously even with out informing the parties concerned. It is at this juncture that the Conciliation officer (Central) attempted to issue cards to such of these men as are found in a list which is questioned by us in a Court of Law, only with a view to oust our members from their existing positions and hence our writ petition in High Court and the subsequent stay

THE COCHIN PORT CARGO LABOUR UNION

(Reg: No. 176)

കൊച്ചിൻ പോർട്ട് കാർഗോ ലേബർ യൂണിയൻ (റജി: നമ്പ് 176)

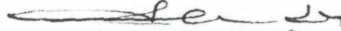
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.....195 .

order issued against the Conciliation officer. This is where the matters stand at present and any further clarification required by you will be furnished by us on getting a reply from you.

Yours Comradely.



V. N. Abbo.

GENERAL SECRETARY
THE COCHIN PORT CARGO LABOUR UNION
(REGD: 176)
COCHIN.

*Copy sent to
the union
10/11/55*

From:- D. K. Ganguly,
Asst. Secretary,
Calcutta Port Sramik Union,
26, Dr. Sudhir Basu Road,
Calcutta - 23, INDIA.

To
Mr. Patricia L. Troy,
Secretary,
Ship Painters & Dockers Union of Australia.

Dear Comrade,

Reference your letter dated 27th. January '59 addressed to Com. S.A. Dange regarding some informations in respect of carriage of bulk grain and other bulk cargoes:

Please note that in Calcutta Port fittings (wooden) erected in the ships holds (carrying bulk grain) are fully dismantled during the process of discharge.

This dismantling is not done by the Dock workers engaged in the ships for particular handling of cargoes but a separate set of Carpenters are engaged by the Dock Labour Board for the purpose of dismantling these wooden fittings.

There is no system of suction discharge of bulk grain at Calcutta Port. This Port is not equipped with such mechanism yet but a contemplation to set up mechanised system of suction discharge of bulk grain (SILO) at Calcutta Port is already a foot by the authorities.

We are opposed to such installation of mechanism because this would result in reduction of existing strength of workers and consequent retrenchment.

Hope this would suffice or please let us know in particular you are in need of any more information.

We are keenly awaiting to know the latest development of your struggle.

With greetings,



U-5



2416



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

287

Received here at _____ H _____ M.



XXXXXXXXXXXXXX

O QE COCHIN 24.

AJTUC NEW DELHI.

..... COCHIN PORT CONSTRUCTION WORK STILL INCOMPLETE STOP WORKERS
 FEAR ADMINISTRATION PLANNING ENTRUST WORK CONTRACTORS STOP ALREADY
 STARTED RETRENCHMENT HENCE RETRENCHMENT AVOIDABLE PRAY INTERVENE.
 .. WORKERS PORT WORKS.

The sequence of entries at the beginning of this telegram is—class of telegram, time handed in, serial number (in the case of foreign telegrams only), office of origin, date, service instructions (if any) and number of words.

This form must accompany any enquiry respecting this telegram.

NGLP/Ab—1271—28-1-58—1,13,3 50 Eka.



C.-3



2406



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at H M

O QE COCHIN 24

AITUC NEW DELHI.

287

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

.. COCHIN PORT WORK CONSTRUCTION WORK STILL INCOMPLETEE STOP WORKERS
FEAR ADMINISTRATION LPLANNING ENTRUST WORK CONTRATORS STOP ALREADY STARTED
RETRENCHMENT HENCE RETRENCHMENTN AVOIDABLE PRAY INTERVENE.

.... WORKERS FOUR BERTH.

The sequence of entries at the beginning of this telegram is—class of telegram, time handed in, serial number (in the case of foreign telegrams only), office of origin, date, service instructions (if any) and number of words.

This form must accompany any enquiry respecting this telegram.

MOLPAb- 1271- 28-1 58-1,13,3 59 Bka.

Telephone :- 45-1163
45-1302

CALCUTTA PORT SHRAMIK UNION

(REGD. NO. 10)

(Amalgamating Calcutta Port Trust Employees' Association &
Calcutta Port Mazdoor Panchayet)

"PORT SHRAMIK BHAWAN"

26, PIPE ROAD, CALCUTTA-23

No. _____

Dated 16th April 1959.

From:- D. K. Ganguly,
Asst. Secretary,
C.P.S.U.

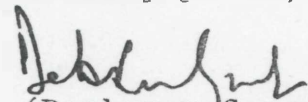
Dear Com. Srivastava,

Reference your letter dated 17th
February 1959.

Please find herewith the informations
desired by Mr. Patrich L. Troy of Australia,
Secretary, Federated Ship Painters & Dockers
Union.

With greetings,

Comradely yours,


(Deb Kumar Ganguly)

To
Com. K. G. Srivastava,
Secretary, A.I.T.U.C.,
4, Asoke Road,
New Delhi.

K. IYENGAR, M.A.,

Phone: 55729

"BHAGAT HOUSE"

1/73, BROADWAY,

TRUSTEES-MADRAS PORT

DOCK LABOUR BOARD

WORKERS' ADVISORY COMMITTEE

STATE INSURANCE CORPORATION (LOCAL COMMITTEE)

Ref No.DB/GoI/87/59

Madras-1 17-4-1959

ent:

(TAMILNAD BRANCH).

The Hon'ble Minister for External Affairs,
Ministry of External Affairs,
Government of India, NEW DELHI.

Dear Sir,

Ref: Grant of Passport Facilities-Visit
to Japan to attend Pacific and Asian
Dockers Conference- May 1959.

The Regional Passport Officer, Madras by his letter No.166(111)/1/
59 dated 2nd April '59 has

"regretted that Passport Facilities
applied for by you cannot be granted."

No reasons for refusal have been given and when I contacted him
he said I may appeal to the Ministry for External Affairs.

The Madras Harbour Workers' Union, whose General Secretary I am,
is one of the Sponsoring Unions for the convening of a

"ALL PACIFIC & ASIAN DOCK WORKERS' TRADE UNION CONFERENCE"
scheduled to meet in TOKYO (Japan) on May 11th, 12th, 13th
and subsequent days.

I am herewith enclosing copy of a letter from Tokyo (Japan) which
gives a clear perspective of the objects, the scope etc., of the projected
Conference.

The Travelling and all other expenses shall be borne by each
Delegation and in my case it shall be borne by my Union.

As I am bound to be very careful in my expenditure and no more
than what is absolutely necessary will be spent there will be no wastage
of Foreign Exchange. This should therefore be no reason for refusing
me Pass Port Facilities.

To-day I have received a Cable from Mr. Tomitaro Kaneda, President
All Japan Dock Workers' Union, Tokyo, a copy of which I am herewith
enclosing for your kind perusal.

It would indeed be strange if the Government of India should decide
on refusing Passport facilities to go to Japan to attend a Dockers' Conference
especially when that representation happens to be one of the
Sponsors of the Conference.

I appeal to you therefore to kindly order the Regional Passport

- 2 -

As I have to leave for Japan in the first week of May, I pray that you may be pleased to pass early orders and oblige.

Thanking you,

Yours truly,

A.S.K. Iyengar
17-4

Encl.2.
Bns.17/4.

(A.S.K.IYENGAR)

18 APR 1959

PHONE: 55729.

THE MADRAS HARBOUR WORKERS' UNION

FOUNDED IN 1946 - REGISTRATION No. 429

(AFFILIATED WITH A.I.T.U.C. & W.F.T.U.)

President:

M. RAMASWAMY

Vice-Presidents:-

LYANI KUMARAMANGALAM, M.A.
MEMBER, MADRAS DOCK-LABOUR BOARD

T. R. GANESAN, B.E.

S. NAGIAH

Ref. No.

" BHAGAT HOUSE "

173, Broadway,

MADRAS-1.

Date, 17-4 1959.

General Secretary:

A. S. K. IYENGAR, M.A.

MEMBER, MADRAS DOCK-LABOUR BOARD &
MEMBER, DOCK-WORKERS' ADVISORY COMMITTEE

Secretaries:

S. Thangasami

M. Poraikalam

K. R. Ramaswami

B. N. Sreeramulu

By Secy Com. Dange,

This is to confirm the Telegram
I sent you today. Herewith is a copy of the letter
addressed to the Ministry for External Affairs. I have
sent the original direct.

May I request you to do

the needful & oblige.

Greetings

As K. Iyengar

April 22, 1959

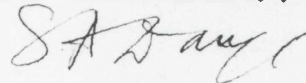
Dear Com.A.S.K.Iyengar,

I have seen your correspondence and the papers you sent regarding the Dockers Conference in Japan. In pursuance of the letter of Mr Tomitaro Kaneda, President, All Japan Dock Workers Union, I would like to know (1) whether you have addressed the Port & Dock Workers Federation on the subject of their sending delegates to this conference; (2) whether you have written to the port and dock workers' unions in Vizag, Cochin, Bombay and Calcutta individually as unions apart from the Federation; (3) whether you have sent any letters to the unions in Rangoon and Ceylon particularly.

I would also like to know whether you have suggested to the Japanese friends the names of all these organisations and the advisability of writing to them. Again, whether you have visualised the possibility of anybody else coming to such a conference in case you do not secure a passport, and whether you have given consideration to such a possibility.

With greetings,

Yours fraternally,



(S.A.Dange)

Com.A.S.K.Iyengar,
General Secretary,
Madras Harbour Workers Union,
1/73 Broadway, MADRAS 1

Regd No. 65

4 MAY 1959

Estd 1936.

The Vizagapatam Harbour & Port Workers' Union,
Harbour Approach Road, VISAKHAPATNAM-1

From:

General Secretary,
Vizagapatam Harbour and
Port Workers' Union.

To:

The General Secretary,
All India Trade Union
Congress,
New Delhi.

Our Ref No. MOT./2./59

Date 30.4.1959

(28)
SUBJECT:

Dear Sir,

The enclosed Post Copy of the Telegram
confirms the one given by us on 29- 4-1959.

MBS/SAR.
30/4/.
Encl: One.

Yours faithfully,
Abdullah M. Shams
General Secretary,
Vizagapatam Harbour and
Port Workers' Union.

POST COPY OF THE TELEGRAM.

1. TRANSPORT, NEW DELHI. / 2. CHILABCOM, NEW DELHI.
3. LABOUR MINISTER, NEW DELHI. / 4. AITUCONG, NEW DELHI.

PORT AUTHORITIES CONTEMPLATING RETRENCHMENT OF LABOUR
WHILE ENTRUSTING QUAY WALL EXTENSION WORKS TO CONTRACTORS
CREATES SERIOUS SITUATION PRAY INTERVENTION

HARBOUR WORKERS UNION.



C.-3



803

INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

287

Received here at _____ H. _____ M.



X KH MADRAS 17

DANGE ACTUCONG NEW DELHI.

PASSPORT REFUSED FOR ATTENDING TOKYO PACIFIC DOCKERS
CONFERENCE MAY FIRST WEEK STOP PLEASE MOVE EXTERNAL AFFAIRS
MINISTRY.

IYENGAR.

COPIED.

The sequence of entries at the beginning of this telegram is—class of telegram, time handed in, serial number (in the case of foreign telegrams only), office of origin, date, service instructions (if any) and number of words.

This form must accompany any enquiry respecting this telegram.

MCIFPA.—1271—28-1 58—1,13,3 50 Eka.

K. IYENGAR, M.A.,

Phone: 55729

"BHAGAT HOUSE"

1/73, BROADWAY,

F TRUSTEES-MADRAS PORT
DOCK LABOUR BOARD
WORKERS' ADVISORY COMMITTEE
INDIAN STATE INSURANCE CORPORATION (LOCAL COMMITTEE)
Ident:
C. (TAMILNAD BRANCH).

F-4 MAY 1959

Madras-1 2-5-1959

287

My dear Com. Dange,

Your letter of 22nd April to hand. Due to the Mayoral Election and talk connected with it there has been a delay in replying to your letter earlier which please pardon.

1. Yes, I have written to Com. G.H. Kale, President of the Federation; but to-day I received a letter from him saying that his request for Passport has been turned down by the G.O.I. He was invited by the Chinese T.U.'s to visit ~~China~~ and I had suggested that he should take this opportunity to attend the Tokyo Conference of Dockers.

2. I had also written to Vizag, Cochin and Calcutta Unions.

3. I had sent the name and addresses of all Port and Dock Workers Unions of India, Pakistan Ceylon and Burma as desired/ them. This was nearly /by two months ago. They said they would be sending out the Invitations. Com. G.H. Kale's letter received today also speaks of the Invitations received by him from Tokyo.

Thats that

Yester-day evening I received a cable from Tokyo. It reads:

" ALL DELEGATIONS OBTAINED VISA DEMANDED INDIAN EMBASSY HERE FOR YOUR DEPARTURE FURTHER EFFORTS - KANEDA "

I do not know if Passport facilities can be secured at this late hour. In any case you can judge and do the needful.

Trust this finds you in good health.

Comradely yours,

A.S.K. Iyengar
2.5
(A.S.K. Iyengar)

General Secy. Party,
Indian National Congress,

TRUE COPY

G. n. Kale.

26th May 1959.

My Dear Gangul y,

For a long time there is no exchange of any letter between us. I did not write to you deliberately, as my two letters to you had remained unreplied. Now I am writing to you because Comrade Kolnatkar, on his return from China, will perhaps drop at Calcutta for a day and I desire that you should meet and discuss with him our problems pertaining to the Ports. The Federation is more or less defunct. Jeejeebnoy Committee is also not functioning because of our failure to submit our memorandum so far. I suggested to him that I will come there but he wrote that he would visit Bombay. But upto now he has not come here nor any letter from him. People are bitterly complaining. So must be the case at yours. How is it that you are silent? PSP Unions here are uniting, one of the main objects being to isolate our Unions. But we are not pulling jointly and that weakness is being exploited. Let us therefore have some understanding for pooling all our resources and put a stop to this rot as otherwise all shall have to suffer.

Please let me know your desire. with greetings

Yours sincerely,

Sd/-

(G.n.Kale)

AN English translation of the Appeal dated 20.5.59 issued
by the Hindustan Shipyard Labour Union in Telugu.

On 14.5.59, Hindustan Shipyard Labour Union unanimously expressed its descent on the decisions taken by the Managing Director on the timber problem and as a consequence of this, the Committee of Hindustan Shipyard Labour Union resolved to publish this pamphlet of appeal after having discussed the problem thoroughly.

About 12 years have passed since we have freed from the bonds of slavery. The country has been looted during the foreign rule. At present the Contractors are following the same path of looting the country. They are habituated to exploit the very industries by undertaking contracts in spite of being Indians living in India. We are requesting the Government to watch this gang of exploiters cancelling the method of contracts and to safeguard the welfare of the country. Recently some Timber Contractors of Rajahmundry supplied timber to the Shipyard. It is learnt that these Contractors are in league with the two employees sent by the Company and that they all took several photos thus making themselves one with the Company's employees in getting the contract of timber, passed; out of which 40% is useless, all resulting in deceit. If this be true, we are cautioning the Contractors against playing deceit in an unbecoming manner. We are requesting the Contractors to do their duty properly by supplying materials conforming to the amounts received from the Government. It is learnt beyond doubt that the timber worth about Rs.56,926/- supplied by the Contractors, is spoiled material. It is probable that timber of this sort is supplied, industries will have to bear great loss thus resulting in the closure of the industry itself. That is why we are requesting the Contractors to have broad mindedness in doing their duties properly for the welfare of the country. If the company's employees are trying to be in league with the Contractors, we are also requesting to teach them a lesson.

Hitherto we brought to the notice of the management the irregularities in the import of the machinery required by the Shipyard. It can be understood if the management opens its eyes to see the plight of Coles cranes, water-coolers and some of the welding machines. Besides, is there anybody to enquire the plight of the newly constructed buildings of 'E', 'R' & 'S' types? If these buildings are reduced in one year to that plightful state, in spite of investment to the tune of lakhs, what will be their condition a few years later, is to be noted. The management has to understand how it is possible in the fact of the ruinous condition becoming rampant, day by day to build vessels cheaply and to reduce the expenditure. Even if the performance of the contract is not in time, there is no body to question. What are we to understand if they are not pressing the Contractors with regards to the finishing of electrical works in some of the newly constructed buildings.

The Management has conducted an enquiry into the immoral methods of purchasing timber required by the Shipyard, for the first time in 1957 when the Union brought the fact to the notice of the Managing Director. No action has been taken although the loop holes are revealed in the purchase of timber. Previously how a responsible officer has got ice-boxes made in the Shipyard is brought to the notice of the management and thereupon they have not taken any action and the very same officer has been upgraded to a higher post, the fact of which has been observed by us. In the past the management indifferently and irresponsibly conducted itself with reference to the immoral execution of work on a large scale. Again in 1958 in the matter of purchase of timber we hinted to the Management to see if there were any underhand dealings in the matter. We have come to know about the timber purchase required for our shipwright in the following way.

Tenders are generally called for the required timber. It is only at the stage of calling tenders, the foundation for malpractice will be laid. It has long since been the practice for the officers who are conversant with those matters to divulge the particulars of the tenders already received, to a favourite supplier and to get a reduced tender by him and to get it accepted. This is a fact universally known. Our shipyard also called for tenders for the required timber. About 110 tons of teakwood was in demand. Was it a fact that a particular tender was quoted at only 1 NP per sq.ft. less than the next higher tender out of all the tenders received? Or was it not? Is it not surprising to find these tenders with slight variation in quoting the price? Could the management enquire under what extraordinary faculty of clairvoyance they discern and quote such prices. Let us think that it is an act of Providence. Even taking it to be so, was not the same tender changed from one name to another? If it was changed, how could it be changed? Why it was changed? What is the attitude of the management towards this change? Had the officers responsible, discharged their duties properly or not, when the tenders were changed from one name to the other? Are these happening with their seal of approval? Is it not a day-dream to construct ships economically, where circumstances such as the fence intended to protect the field devours away the crop, exist.

There will be no smoke without fire. No responsible labour Union apprises the management without any foundations, to look into the affairs whether there is any mal-practice going on. The timber has come into our yard in the same manner. As the timber thus received was of low quality with holes and cracks and likely to cause considerable loss and further that it would be difficult to work with such type of low quality timber, the Union wrote a letter on 1.9.58 to the management to check up the timber that was brought in. Thereupon the new Managing Director expressed--"I am grateful to you. You have really saved Rs.25,000/- to the company. I cannot do anything in respect of those cases that happened previously. As this has happened now, I will definitely take action" and he gave assurance. At the trend of the assurance all of us thought that time had come for the malpractices to end in the Shipyard. As stated by him, he immediately appointed E.C. Acharya Committee and got the timber completely examined. The Committee decided that out of 5,459 teak pieces of the size 10' x 5½' x 2½' brought into the yard, about 2,343 pieces were useless. That is, out of 110 tons of timber, 46 tons had gone waste. The cost of 46 tons of timber that has gone waste approximately amounts to Rs. 56,925/- (at Rs. 24.75 per sq.ft.)

It is to be noted that the same officer who was sent to Rajahmundry in 1957 for selection when spoiled timber was brought in, has again in 1958 brought useless material. It is not a matter to be brushed aside under the pretext of minute variation, when such a low quality of material had been brought in, persistently. The loss of Rs.50,000/- is not a small thing. Is the officer concerned habituated to this way of doing things, either by ignorance or by incompetence? Or is he doing intentionally? This has to be settled by the Shipyard Management. Will he not be held responsible for this fault whatever may be the reason for doing this fault? Or otherwise, who is responsible for the loss of so many thousands of rupees?

As the Visakhapatnam shipyard is run on tax payers' money to a large extent, every citizen of India has got a right to question why such irregularities are being done. We humbly submit that it is not a matter to be excused or to keep quiet when unscrupulous employees indulge in causing loss to the tune of thousands and lakhs of Rupees and thus plundering the company, whereas on plea of theft of a nail, a worker is caught and discharged mercilessly on the spot. Why this affair had not been handed over at all to the anti-corruption department? Is it not the responsibility

Contd.

of the management for the losses resultant to their lapse on their part, for not handing over the case, and thereby incurring losses to the national industry. When unscrupulous activities, such as white-metal case, cement affairs, the state of newly constructed houses, timber conspiracy, are rampant from day to day, we question whether it is possible to build ships cheaply. The socialist pattern of society by our great leaders, in which, the workers are to be represented on the management of the industry, we request to find out whether it is reasonable or lawful to differentiate between officers and workers, in awarding punishments for a single type of offence.

On 12-5-'59 when the union representatives spoke to the Managing Director on timber affair he informed that the officer concerned will be served with a written warning from the Chairman, and the Clerk concerned will be served with a written warning from the Managing Director and the same will be noted in the respective service records. He said that these warnings were being given for the negligence shown in selecting the timber. The action of the Managing Director was condemned by the union. The Managing Director told that if there was any doubt the matter might be informed to the Police Department. We are sending the timber case to the Home Minister, Police Department, Members of Parliament and the legislators, according to the resolution of the committee.

Nothing will come out, by giving lectures about integrity, discipline, production and economic construction of ships sanctimonious lectures will not have ~~sanctuary~~ effects on thieves. We can applaud the action that paves way for the achievement of the target but we cannot stand the lectures and circulars boardering on rumpus delivered and circulated from their rooms enjoying the cool breeze under the fans. Once again we wish to ask the management to observe the officers responsible to those under hand dealings and punish them, if the management is really conscientious about the welfare of the industry. If any matter is brought to the management, they say they cannot do anything unless it is proved. This is not good on the part of any responsible officer. In the shipbuilding industry, if we have got the authority, status and other opportunities, to prove all the mal-practices that are carried on as a heavy industry, there is no necessity to call somebody else as management. Therefore we ask them to be firm to put an end to those malpractices and also extend the benefit of special increments which are frequently now given to officers; to the workers also for increasing the out ~~fit~~ ^{puth}.

If there are any irregularities at any place in the shipyard, we appeal to the workers to keep an eye on all such corrupt people that are responsible for such irregularities. If we are to build Ships cheaply, we can accomplish by stopping these malpractices and by putting efficient officers on higher posts but not by reducing the expenditure on white paper on one hand and to misuse thousands on the other, which fact we request the management to note.

In this connection we wish make an appeal to the management of Shipyard. We bear no antagonism towards any Officer that may be responsible for these irregularities or in the timber case. Because we happen to be the well-wishers of the industry we had to take a firm stand in this matter. At the end it would be analogeus to the situation where the mother bemoaned at the time of her Son's imminent execution who was pampered by her to come to such a stage, she felt had she dissuaded him when he first did the act of stealing, his life could have been otherwise. In the same way we donot like to raise matter when the opportunity has lapsed. Under the name of disciplinary action you draw swords against the workers for doing trivial mistakes where as you go to officers with garlands in hand even though they commit big blunders. This is an injustice due to which we have to take a firm stand, To put an end to these malpractices in the Shipyard, we have been trying. Our trials may not be misinterpreted.

Contd..

-4-

Try to understand us in good faith.

Gandhigram, 0
D/ 20-5-'59. 0

K. Anjaneyulu,
SECRETARY,
HINDUSTAN SHIPYARD LABOUR UNION.

8 JUN 1959

THE VIZAGAPATAM HARBOR & PORT WORKERS' UNION.

Vizagapatam,
D/ 2- 6-1959.

No. PAC/R/G/13/59

To
The Secretary to Govt. of India,
Ministry of Labour and Employment,
New Delhi.

Sir,

Vizagapatam Port - Suspension of
Sub:- Sri Nakka Pydayya.

Please refer to item 3 of our letter No.P.A.O./ G.1/Suspension/
5/59 dated 23- 5-1959.

It was stated in the letter that Sri Nakka Pydayya was placed
under suspension from 23- 2-59 on-wards, an enquiry was conducted
into the charges framed against him and to the show cause notice
he has submitted his explanation on 29- 4-59. Eventhough it is
more than a month no action has been taken and he is continued to
be kept under suspension. The total period of suspension so far
is more than 3 months.

Though action is not yet taken it is almost certain that he
will either be dismissed or removed from service shortly. The
authority concerned will take this action not because the charges
framed against him are proved but he has determined to remove him
from service. Further, I understand that the Executive Engineer
(E.E.) who has been the motive force in the whole case has insisted
to remove him from service. Regarding the attitude of the Executive
engineer (E.E.) towards the workers, I give ^{below} few incidents for which
I have documentary proof in my possession, and which speak for them-
selves.

1. The E.E. (Executive Engineer) had the milk supply from
the family of a worker. This went on for about an year. There
was some trouble between the E.E. and the milk supplier. He stopped
taking milk from them. Subsequently the E.E. issued a charge sheet
to the worker for indulging in (milk)trade.

2. When a worker saw a bent pipe belonging to Bhilai lying
in the Port North Yard for about 4 months, he brought the fact to
the notice of the E.E. The E.E. warned the worker for having
encroached upon the duties of others.

P.T.O.

3. When there are gardeners appointed for the purpose of gardening work in the Bungalows of the Fort, the E.E. with vengeance entrusted the gardening work to the khalasis employed on Jetties.

Sri Nakka Pydayya has joined the Fort service since the period of its construction and served the post for about 22 years, *not taking the temporary service into consideration.* During the period of entire service his record was fairly good. Further he is one of the founder members of the Union which came into being in 1936.

Regarding the charges framed against him an enquiry was conducted as stated above. I had the occasion to go through the entire evidence recorded in the enquiry and any person with judicious mind would unhesitatingly come to the conclusion all the charges are false and disproved.

The workers particularly of the Engineering Dept. are very much agitated about the fate of the older member of the Union. Having seen the protracted proceedings and the present in-action and as a protest against this callous attitude of the administration and demanding the cancellation of the suspension the workers of the Engineering Dept. abstained from taking their mid-day meal on 1-6-59 and peacefully demonstrated in front of the main office. The Executive Committee of our Union which met yesterday decided to give a call for one day (24 hrs.) strike and the date will be decided after the General Body which is meeting to-morrow ratifies the same.

Our Union has patiently waited for a period of more than 3 months and this has been obviously mis-understood by the Administration as our weakness. Under the circumstances we are compelled to take steps in the direction of a one day strike. This can be avoided by taking him to duty after cancellation of the orders of suspension or by referring the dispute for adjudication or the Fort Administrative Officer agreeing to refer the case to an arbitrator. Hence I request you to intervene in the matter.

P.T.O.

I enclose herewith a copy of the telegram sent to-day

Encl: i as above.
MVB/
2/6/59.

Yours faithfully,
M. V. Bhadrani
President,
Vizagapatam Harbour and
Port Workers' Union.

Copy to Chief Labour Commissioner,
Gurudwara Road, New Delhi.

- " to The Secretary to Govt. of India,
Ministry of Transport & Communications,
New Delhi.
- " The General Secretary,
A.I.T.U.C. New Delhi, with a
copy of telegram referred to.
- " The General Secretary,
A.I.P.&D.F. Federation,
Calcutta 23, with copy of Telegram
referred to.



C.-3

287



1336



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

MA VISAKHAPATNAM 29. Received here at H. M.

AITUCONG NEW DELHI.

... PORT AUTHORITIES CONTEMPLATING RETRENCHMENT OF LABOUR WHILE ENTRUSTING QUAT WALL EXTENSION WORKS TO CONTRACTORS STOP CREATED SERIOUS SITUATION PRAY INTERVENTION.

... HARBOUR WORKER UNION.

COPD AT 15.10.

The sequence of entries at the beginning of this telegram is—class of telegram, time handed in, serial number (in the case of foreign telegrams only), office of origin, date, service instructions (if any) and number of words.

This form must accompany any enquiry respecting this telegram

MGIFPAb- 71-28-1-58-1,13,3 50 Eka.

TELEGRAM.

Transport,
New Delhi.

2. Labour Minister,
New Delhi.

3. ChilabCom.
New Delhi.

PORT ENGINEERING WORKERS GAVE UP YESTERDAYS NOON MEAL
PROTESTING AGAINST THREE MONTHS LONG SUSPENSION OF MATE
NAKKA PYDAYYA DEMANDING IMMEDIATE CANCELLATION OF
SUSPENSION Stop. UNION CONTEMPLATING ISSUE STRIKE NOTICE

Laborharb.

Issued on 2/6/59.

/True copy/

16 JUN 1959

*Get the
correspondence
from letter Makhan
to Bechu about
the full
document
to him to
discuss with
me in Calcutta when I return*

From:- Debkumar Ganguly,
P-19, Harisabha Street,
Calcutta - 23.

5th June 1959.

Dear Com. Kale,

Your letter dated 26th May 1959. Due to some unavoidable preoccupation and subsequent illness I could not reply your previous letter forthwith. Since then I did not write to you so long because I thought that it may not reach you due to your May-Day visit to Chiana.

Com. B. Mukherjee of your Union came to Calcutta and stayed here for a couple of weeks sometime in February 1959. During his stay at Calcutta Com. Mukherjee has definitely gathered some amount of personal knowledge and experience regarding the situation prevailing at Calcutta Port & Dock in the sphere of Trade Unions. Com. Mukherjee met Makhan and had discussion with him. He had been to Rajani Babu's Workshop Union Office. Com. Mukherjee met me too and I had a discussion with him for a little while in course of which I gave him my reading in respect of the Federation and Calcutta Port & Dock. I requested Com. Mukherjee to convey our discussion to you and Com. Moitra on his return to Bombay. This was another reason why did reply your letter hurriedly.

The P.S.P. people in this Port are also pursuing disruptive policy same as Bombay. The internal condition of the Calcutta Port Sramik Union (C.P.S.U) is very grave. The P.S.P. peoples in this Port under the direct guidance and initiative of Makhan has started ground work to clean the Communists from the C.P.S.U. This 'holy' tasks Makhan has now undertaken to satisfy his newly found master I.C.F.T.U. Of late Makhan is maintaining regular and living contact with the I.C.F.T.U., United States Information Service (U.S.I.S) and American Embassy. But so long his ~~allegiances~~ allegiances to I.C.F.T.U., U.S.I.S American Embassy does not conflict and interfere with the functioning of the Federation and the Union he is at liberty to do it. But unfortunately Makhan is maintaining correspondence with them in official capacity as General Secretary of the Federation One instance would suffice. In the official letter head of All India Port & Dock Workers Federation Makhan Chatterjee has written a letter to Mr. Omar Bechu, General Secretary, International Transport Federation (I.T.F) vide letter No. FED/16/58/Misc dated 9th July 1958 (i.e. immediately after the last year's historic strike). Few extracts from the said letter is given below:-

'The persistent effort of the Govt. aided the underhand dealing with Communist that had succeeded in bringing the Trade union movement in India with doldrums.
'Less comment help comparing the communists - led strike at Jamshedpore with ours - being struck by the difference.

succeeded in creating the myth that they are only militant people in the country - due to our weak propoganda machinery.

'The communists have played their usual dirty game during the Port strike.

.....
'I fully appreciate your suggestion about getting rid of even the small number of communist. in the federation and had already set the ball rolling. I can assure you that they will be turned out shortly.

Sd/- Makhan Chatterji
General Secretary'

From the above extract it is quite evident that Makhan has gone beyond his limit. They want to make use of the Federation and Unions for their own narrow and disruptive party politics which is bound to help the enemy of the working class.

Makhan has not stopped there. In order to follow up the promise he made to Omar Bechu, Makhan & Anthony Pillai during latters visit to Calcutta sometime Jan-Feb. '59 decided to come to certain understanding with Sisir Roy, Nepal Bhattacharjee group (Bolshevik Pa rty) in order to drive out the communists (their principal enemy) from the C.P.S.U. Accordingly an agreement to that effect is reported to have been signed by Makhan, Pillai and Sisir Roy & Bhattacharjee. The terms and conditions are mentioned below:-

- (i) In the Federation - Dubey and his Union would be dislodged and Sisir Roy and his Dock Mazdoor Union would be admitted in that place.
- (ii) Nepal Bhattacharjee would be the President of the C.P.S.U. in place of Adhir Banerjee (P.S.P)
- (iii) Both P.S.P. and Bolshevik Party would jointly mo-ve to fight and finally drive out the communists from the official position of the C.P.S.U. and else where.

They have alre ady began to move as per agreement. They have started slanderous campaigns among the workers against the communists. To do it they are using the notorious black legs, gangsters. Through these activities they themselves are dividing a nd disrupting the Port wo rkers. Makhan & Co. are telling the workers ~~and~~ ~~that~~ that the cases of suspended workers and other demands under reference to Jeejabhoj could not be settled due to communists. Of course the workers ~~the~~ workers are no fools now a days same and except a handful of their own hanchmen nobody is responsible to this disruptive analysis.

Among the masses of the workers and employees large scale frustration and co nfusion is prevalling. The aforesaid disruptive activities of Makhan & Co. has added fuel to the fire.

This sort of disruptive activities of the leadership of the federation is nothing new to us. If o ne studies the history of this federation he will find that this clique of the leadership although was guided by narrow partisan spirit. Instead of o rgani-

On the otherside because of the tolerance and cooperative attitude shown by the communists the federation could put up the heroic struggle last year and the overall unity is still maintained. Refusal of affiliation to few unions led by communists, Excluding the communists from the Working Committee. Excluding the communists from the Delhi negotiation immediately after the strike. Proponement of proposed special conference after the Delhi negotiation, undemocratic functioning of the Federation etc. and few glaring examples of disruptive policy of the Federation's principal leadership.

S.K. Patil and Govt. of India did not fail to take full advantage of this position. They have not withdrawn the cases of suspension, six months past committee has not completed its tasks many of the local demands are still left undecided etc. Thanks to the disruptive and anti-struggle policy pursued by Asoke Mehta's disciples. It seems Asoke Mehta has become successful in using his good office in response to the appeal made by S.K. Patil on the floor of the parliament last to persuade his friends in the federation leadership to take a constructive path.

Under such a grave circumstances, I am in agreement with you, that it is absolutely essential that all honest and democratic peoples and organisations concerned must have an understanding for pulling all their resources and put a stop to this rot as otherwise all shall have to suffer.

In the light of your suggestion regarding Dock I discussed our friends working in the Calcutta Docks. Accordingly Com. Dubey was approached for joint work in the Docks. But Com. Dubey's attitude was not much responsible. Even our most moderate condition was not appreciated by Com. Dubey. The way Com. Dubey responded to our proposal indicates that either he is not very keen or he did not realise the urgency of pulling jointly to win over the largest majority of the Dock workers from the clutches of opportunist and reactionary unions, to mobilise them under the banner of a democratic and militant union in order to fight back the employers attack and foil the disruptors game.

Makhan & Co. is so busy in their master operation against the communists in Calcutta Port he hardly gets very little time to mind federations business. He cannot justify why the memorandum before the Jeejebhoy Committee has not been submitted yet.

The cases of suspended workers are still pending, basic demands of revision of scales of pay still left undecided although one year has passed since withdrawal of the last strike. Many of the local demands are not settled yet, appeal has been made to Supreme Court against ~~the~~ decision of the Tribunal regarding To p-Down and Kachra allowance etc. all these are reacting in the minds of the workers.

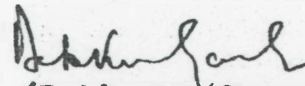
Very recently Dubey and Soumendra Nath Tagore have effected merger of their party and has formed Bharatiya Biplabi Communist Party. The manifesto, they have so far declared, is to fight both Congress and Communists. I don't know it will have any repercussion on Port and Dock movement.

Please note that we are in complete agreement with your analysis and conclusion 'P.S.P. unions are uniting, one of the main objects being to isolate our unions. But we are not pulling jointly and that weakness is being exploited. Let us therefore have some understanding for pulling all our resources and put a stop to this rot as otherwise all shall have to suffer.'

But how? What would be its concrete shape? This has to be discussed and decided upon by all of us forthwith. It would be very much helpful if you could kindly give me a concrete idea in this respect.

With greetings,

Comradely yours,


(Deb Kumar Ganguly)

Copy to:-

- ✓(1) Com. S.A.Dange, New Delhi.
- (2) " A.S.K.Iyenger, Madras.
- (3) " M.V.Bhandram, Vizag.
- (4) " A.K.Shaw, Kandla.
- (5) " Rajan & Abu, Cochin.
- (6) " Kolhatkar, Bombay.

A true copy Com. Kale's letter under reference is enclosed herewith.

Situation demands that we should meet and discuss our tasks without much delay. Will you please let me hear your views in this respect?

Enclo:- As above.

DKG

June 15, 1959

Com. Debkumar Ganguly,
P-9 Harisabha Street,
Calcutta-23

Dear Com. Ganguly,

Yours of 5th June addressed to Com. Kale.

Pleas meet Com. Dange to discuss the issue
with him when he visits Calcutta for the All-
India Engineering Workers Conference from 10th
to 12th July.

Hope this finds you alright.

With greetings,

Yours fraternally,

K.G.
15/6
(K.G. Sriwastava)
Secretary

11 JUN 1959

Estd 1936.

Regd No. 65

The Vizagapatam Harbour & Port Workers' Union,

Harbour Approach Road, VISAKHAPATNAM-I.

Our Ref No PAO/E/G/14/59

Date 5 -- 6 -- 19 59.

To

The Secretary to Govt. of India,
Ministry of Labour & Employment,
New Delhi.

Sub:- Vizagapatam Port.

Sir,

One worker Shri N.Apparao, a gangman in the Vizagapatam Port who is also the treasurer of our Union had written a letter to the Executive Engineer on 31- 1-59. In that letter he had stated that "One bent pipe to be sent to Bhilai with mark F 5 L d 1 on it, is lying unattended to in our Port North Yard. It is there since 4 to 5 months. It is presumed that it has slipped from the rake while in the process of spacement in our Yard. This is reported for favour of necessary action." As no action was taken he on 27-2-59 reminded the E.E. who instead of taking appropriate action, warned the worker in his letter No.2067 dt. 5 - 3-59 in the following manner.

" It is not for you to say that the pipe is lying unattended. There are authorities to take care of that pipe. You are going beyond the jurisdiction of your duties in indulging into cross correspondence encroaching upon the duties of others. You are herewith asked to desist from the same in future."

On this our Union, its letter No.PAO/E/G/7/59 dt.9-3-59 brought the whole matter to the notice of the Port Administrative Officer. But he too failed to take action and the pipe is still lying there. The pipe has it appears acquired the status of "No man's property"

When the worker comes forward with suggestion in the interest of the industry or safety of the property straight comes the slap from the employer especially in the public sector. There can be no greater enemy than the attitude of this type to the fulfilment of the 2nd. plan targets.

P.T.O.

However, I request you to take such steps which will bring about a change of such an attitude.

Yours faithfully,

M. V. Bhadrani

President,
Vizagapatnam Harbour and
Port Workers' Union.

Encl :
MVB/
5/6/

Copy to Chief Labour Commissioner,
New Delhi.

• G.I. Secretary,
A.I.T.U. Congress, New Delhi. ✓

• Port Administrative Officer,
Vizag. Port.

Regd. No. 65

Telegram: LABOURHARB.

Estd. 1936.

THE VIZAGAPATAM HARBOUR & PORT WORKERS' UNION,

Harbour Approach Road, VISAKHAPATNAM-1.

Our Ref. No. PAO/E/G/16/59

Dated 3th June 1959.

To

1. The Port Administrative Officer,
Visakhapatnam Port.
2. The Secretary to Government,
Ministry of Transport & Communications (T.W.)
New Delhi.
3. The Secretary to Government,
Ministry of Labour and Employment,
New Delhi.
4. The Chief Labour Commissioner,
Government of India,
New Delhi.
5. The Conciliation Officer (Central),
Dondaparthy, Visakhapatnam-4.

Dear Sir,

As indicated in our letter No. PAO/E/G/13/59 dated 2-6-59, addressed to the Secretary to Government in the Ministry of Labour and Employment under a copy to you, the general body of the Union has decided to call for a one-day (twenty four hours) strike commencing from 0500 hrs. on 11th June 1959.

The enclosed post-copy confirms the telegram given by us.

Yours faithfully,

Ashade Muthu Sharmah
General Secretary,
8/6/59
Visagapatam Harbour and
Port Workers' Union

- C.C. to:
1. The General Secretary,
All-India Trade Union Congress,
No. 4, Asoka Road, New Delhi.
 2. The General Secretary,
All-India Port & Dock Workers' Federation,
Calcutta-23.

Encl: Post copy of Telegram

(257)
June 22, 1959

Com.M.V.Bhadram,
Visakhapatnam.

Dear Comrade,

Sometime back you had enquired of us as to what has happened to the Vizagapatnam Dock Workers (Regulation of Employment) Scheme, to which you had sent amendments and suggestions. The following letter has since been received from the Labour Ministry:

"With reference to your letter dated 9th June, 1959, on the above subject, I am directed to say that the Scheme is expected to be finalised shortly."

2. We shall be glad to hear from you reports on the Vizag campaign for AITUC BUILDING FUND.

3. As you must have seen in the "Trade Union Record", we have brought out prints of Com.Dange's photograph in size 9" x 8½". Please let us know how many copies you will require for Vizag.

With greetings,

Yours fraternally,

K.G.
Sriw.
(K.G.Sriwastava)
Secretary

11 JUN 1959

287

POST COPY OF TELEGRAM.

TRANSPORT LABOUR MINISTER CHILABCOM AITUCONG
NEW DELHI NEW DELHI NEW DELHI NEW DELHI

PLEASE REFER OUR LETTER SECOND JUNE STOP GENERAL BODY DECIDED TWENTY
FOUR HOURS STRIKE COMMENCING MORNING FIVE OCLOCK ELEVENTH JUNE STOP

[Signature]
8/6/59 General Secretary,
Vizagapatam Harbour and
Port Workers' Union.

LABORHARB

10 JUN 1959

CONFIDENTIAL.

From

The General Secretary,
Hindustan Shipyard Labour Union,
Gandhigram, VISAKHAPATNAM-5.

To

Shri. S.A.Dange, M.P;
4. Asoka Road,
New Delhi.

Dear Sir,

I bring the following to your notice on behalf of the Hindustan Shipyard Labour Union.

Loss estimated at about Rs.56,000/- was incurred by the Shipyard in the year 1958 when defective timber, useless for Shipyard purposes, was supplied to it by the timber depots at Rajahmundry. An Asst.Foreman of the Shipwright Dept., of the Hindustan Shipyard, Sri Bhogilal Mistry, was deputed to inspect the material before it was supplied. It is a wonder how he could have overlooked the defects, which are apparent on a cursory examination even to non-technical people. The matter was brought to the notice of the management by the Shipyard Labour Union, upon which an enquiry was conducted by Sri.E.C. Acharya, who found that over 2,500 pieces of timber (10'-0" x 5½" x 2½" Teak) out of over 5,600 supplied, were practically useless for the purpose for which they were ordered. Similar defects in the timber ordered from Rajahmundry Depots were pointed out by the Labour Union in the previous year also. No action was taken by the management against officers and contractors responsible for the loss incurred that year. It is obvious that the loss this year (in 1958) could have been avoided, if only the management had dealt severely with the officers whose negligence, fraud or incapacity caused the loss previously. To the surprise of one and all the very officer who was alleged by us as responsible for the said loss was given double increment that year.

The very fact that one of the suppliers of timber Sri K.Atchanna, offered timber at a rate which was only 1 nP. less than the next higher tender, and that his tender was subsequently transferred with the consent of the management to Sri. Suryanarayana of the Beccan Timber Depot at Rajahmundry, and that the supply by him was of defective timber, that the officers of the Shipyard had wilfully or otherwise overlooked the defects, that the management failed to fix the blame and punish the guilty parties are all matters which must cause deep disturbance to the public and would leave one with the impression that the officers and contractors have knowingly caused the loss and that the management is winking at the same.

The Labour Union has alleged that the said Asst.Foreman of the Shipwright Dept., the final authority for passing the timber into the Shipyard was attending fetes of the contractors and had accepted one gift at least from one of them. The Union has also produced photos in support of their allegation. In spite of all this, the management of the Shipyard have taken the adamant stand that there is no Prima Facie case against anybody to fix the guilt. They have taken the stand that there is no guilt at all ~~xxxxxx~~ to be fixed on anybody. They sanctioned promotions to some of the parties responsible for the loss in the timber transactions in the years 1957 and 1958. They sanctioned leave to some

of them who used it to cover up their tracks. They asked the Labour Union to go to the Police if they are so minded.

Low-paid workers tempted into petty lapses were treated by the management on many occasions with severity out of all proportion to the faults, were handed over to the Police and dismissed from service. But when enormous losses are caused by high-paid officers they are allowed to go scot free, which clearly shows that the management considers that what is sauce for the goose is not sauce for the gander.

The timber episode is not the only one of its kind. White metal and other materials worth about Rs.27,000/- disappeared from the Shipyard General Stores in the year 1955. The materials lost could not have vanished into thin air. The Police failed in the case launched against the Stores Supdt. Why did they fail? The Shipyard management should furnish the answer. They ought to know how materials worth about thousands of rupees walked out of the yard, leaving no trace at all, in spite of so many checks at so many check-posts for workers and so many security people busy shadowing every worker. It was well and good that workers were checked. But was equal diligence shown in checking the officers? If so was it that so much material found its way out of the Shipyard and into pockets unknown.

We invite your attention to these matters and hope that the Parliament and the Government would enquire into the said affairs and set the stinking Shipyard stables clean by appointing a Parliamentary Committee to probe into these matters or otherwise.

Thanking you

Yours faithfully,

D/1. 6. 1959.

Secretary
(K. Anjanayulu)

నీతి నిజాయితీలగురించి, చౌకగా ఓడలు కట్టడం గురించి, కృమశిక్షణ గురించి, అధికోత్పత్తి గురించి ఉపన్యాసాలిచ్చినంత మాత్రం చేత ఒరిగేదేమీలేదు. ధర్మోపన్యాసాలు దొంగల నేమీచేయలేవు. పనిచేసి లక్ష్యాన్ని సాధించినప్పుడు చెయ్యెత్తి తేజోట్ల గలంకాని ఊకదంపుడు వుపన్యాసాలకుగాని పంకాలక్రింద కూర్చుని చల్లనిగాలి అనుభవించుతూ యిచ్చేసర్దులకలకు గాని అవి ఎంత పెద్దవాళ్ళిచ్చినా వినేటవక లేదని వాటికోసలాం కొట్టేస్తున్నాం. మీ కేకనుక షిప్ యార్డు శ్రేయస్సు గురించి చిత్తకుద్దితో కూడిన ఆకస్మికం చే చాలుమాటున సాగుతున్న యీ వ్యవహారాలన్నింటినీ కనిపెట్టి అందుకు కారకులైన వారిని శిక్షించడం మేనేజిమెంటువారిని మరొక మారు అడిగిచూస్తున్నాం. ఏదైనా మాకు తెలిసినవిషయం గురించి మేనేజిమెంటు వారి దృష్టికి మేం తీసుకొనివస్తే మీరు చెప్పినది ప్రతిది ఋజువు చేసి చూపడం, అంతదాక మేమేమియు చేయలేం అని చెప్పడం బాధ్యత గల ఏ అధికారికీ తగదని మొరపెట్టుకొంటున్నాం. సౌకానిర్మాణ పరిశ్రమలో భారీపరిశ్రమగా కొనసాగుతున్న యీ అవినీతి నంతటిని బట్టబయలు చేసి ఋజువు చేయగల అధికారమూ, హోదా, తక్కిన అవకాశాలూ అన్ని మార్కెట్ కుక యున్నట్లు యితే మరొక రెవరూ మేనేజిమెంటు అనిపించుకోవడం అనవసరం అవుతుంది కనుక అవినీతిని అరికట్టడానికి దీడా కంకణం ధరించి అధికోత్పత్తి సాధించుటకుగాను అధికారులకు పదేపదే యిచ్చుకొంటున్న స్పెషల్ యింక్రిమెంటులు "అధికోత్పత్తికి మూలకారకులయిన కార్మికులకు గూడా" యిచ్చుట శ్రేయోదాయకమని పదేపదే కోరుతున్నాం" షిప్ యార్డులో ఎక్కడెక్కడ ఏ అవకతవకలు జరిగినా అందుకు కారకులైన అవినీతిపరులందరినీ ఒకకంట కనిపెట్టవలసిందిగా కార్మిక సోదరులందరినీ పాప్యరిస్తున్నాం. చౌకగా ఓడలు కట్టాలంటే అవినీతిని అరికట్టించి, పనితనముగల అధికారులను ఉన్నత స్థానములలో యుంచుటవలన సాధించగల మేమోగాని కేవలం తెల్లకాగితముల ఖర్చు తగ్గించుకొని ఆదాచూపించుకొనుచూ ఒకమూల వేలకువేలు దుర్వినియోగ పర్చుటవలనకాదని గోహించమని మేనేజిమెంటుని కోరుచున్నాం.

ఈ సందర్భములో షిప్ యార్డు మేనేజిమెంటుకు ఒక మనవి చేయదలచుకొన్నాం. మాకు యీ కలప కేసులోగాని, మరే అవినీతి వ్యవహారంలోగాని ఊక్యమున్న యే షిప్ యార్డు వుద్యోగులమీదా ఏవిధమైన ద్వేషభావమూలేదు. ఈ అవినీతిని అరికట్టి మన సౌకానిర్మాణ పరిశ్రమను లాభదాయకమయిన పరిశ్రమగా రూపొందించవలసిన అభిలాష ఉండిన వాళ్ళ మవడంచేత ఈ విషయం గురించి యింతగా పట్టుపట్టవలసినవస్తాంది. "తోటకూరనాడే చెప్పకపోవడం ఎంతవచ్చయిపోయిందిరా కొడకా!" అని విచారించిన తల్లిలా సమయం దాటిన తరువాత చెప్పడం మాకు యిష్టంలేకపోవడంవల్లనే ఈ విషయం గురించి యింతగా పట్టుపట్టవలసినవస్తాంది. ఎంతో చిన్నతప్పులు చేసినందుకు కార్మికులమీదకు కృమశిక్షణ పేరిట కత్తులు దూసుకు వెళ్ళిన మీరే కొండంతలు తప్పులు చేసిన ఆఫీసర్లవద్దకు పూలదండలు పట్టుకు వెళ్ళడం అన్యాయమని తోచి యీ విషయం గురించి యింతగా పట్టుపట్టాల్సినవచ్చింది. కనుక షిప్ యార్డులో జరుగుతున్న అవినీతిని అరికట్టడానికి మేము చేస్తున్న ఈ ప్రయత్నాలకు విపరీతార్థాలు కల్పించి, వింతవాఖ్యానాలు చేసి మీ మిదవున్న ధర్మసంరక్షణాభారాన్ని, బాధ్యతను విస్మరించకండి. మమ్మల్ని సహృదయంతో అర్థం చేసుకొండి.

గాంధీగారిం, }
20-5-59. }
వనిన పుంజు, విశాఖ.

ఇట్లు, K. ఆంజనేయులు, కార్యదర్శి,
హిందుస్థాన్ షిప్ యార్డు లేబరు యూనియన్.

హిందుస్థాన్ షిప్ యార్డు లేబరు యూనియన్, గాంధీగారిం.

విజ్ఞప్తి

తే 14-5-59 ది నాడు హిందుస్థాన్ షిప్ యార్డు లేబరు యూనియన్ కమిటీ సమావేశములో టింబరు సమస్యపై మేనేజింగు డైరెక్టరు గారిచ్చిన తీర్పుపై చర్చలు జరిగేక పై కమిటీవారు సదరు తీర్పుపై తీవ్ర అసమ్మతిని ప్రకటిస్తూ వై సమస్యపై కరపత్రము ప్రకటించాలన్న ఏకగ్రీవ తీర్మానము ననుసరించి ప్రకటించబడినది.

మన దేశము శానిసంకీర్ణముండి విముక్తి చెంది సుమారు పండ్రెండు సంవత్సరములు గడిచింది. పరదేశీయుల పరిపాలనలోనున్న రోజులలో దేశమును కొల్లగొట్టుకొని దోచుకోవారూ, ప్రస్తుతం కాంట్రాక్టర్లు అదేపద్ధతి నవలంబించి దేశాన్ని దోచుకుంటున్నారు. భారతదేశములో నివసిస్తు, భారతీయులని పించుకొంటూ, భారతదేశములోనున్న పరిశ్రమలలో కాంట్రాక్టర్లు చేస్తు, పరిశ్రమలను మోసము చేయుట లలవాటుగ ఆచరణలో పెట్టుకొని దోచిపెట్టుచున్నారు. ఈ దోచిపెట్టడమును ప్రభుత్వము ఒకకంటకని పెడుతూ, కాంట్రాక్టర్ల వద్దకులను రద్దుపరచి దేశశ్రేయస్సును కాపాడవలసినదిగా ప్రభుత్వమును కోరుచున్నాము. ఈమధ్య రాజమండ్రిలో కొందరు కలప కాంట్రాక్టర్లు షిప్ యార్డుకు కలపను సప్లయి చేసిరి. ఈ కాంట్రాక్టర్లు కంపెనీ చే పంపబడిన కంపెనీ వుద్యోగులనిద్దరిని తమవారిగ చేసుకొని, కంట్రాక్టర్లందరితో రకరక కాల ఫోటోలు తీసుకొని, కంపెనీ వుద్యోగులను ఎక్కువగా "కుషామత్" చేసి సుమారు 40% పనికిరాని కలపను వై వుద్యోగుల చే ప్యాసు చేయించుకొని కంపెనీని మోసము చేసినట్లు తెలిసినది. ఇదే నిజముయితే ఈవిధముగ మోసము చేయుట తగనివనియని కంట్రాక్టర్లను పాప్యరిస్తూ యున్నాము. కంట్రాక్టర్లు తగినడబ్బు ప్రభుత్వమునుండి పుచ్చుకొంటూ యున్నప్పుడు వస్తువులు కూడ అదేవిధముగ సప్లయి చేసి, తమ విద్యుక్త ధర్మాన్ని నిర్వర్తించుకోవాలని కోరుచున్నాము. కంట్రాక్టర్లు సప్లయి చేసిన కలపలో సుమారు రూ. 50,00,00,0 ల కిమ్మత్తుగల కలప పాడైనది అని రూఢిగ తెలుస్తోంది. ఈవిధమైన కలప సప్లయి చేసి పరిశ్రమలకు ఎక్కువ నష్టము కలుగజేయుటవలన పరిశ్రమలు మూతపడుటకూడ సంభవించవచ్చు. కాబట్టి కాంట్రాక్టర్లు విశాల హృదయాలతో దేశశ్రేయస్సుకై వారివారి విద్యుక్త ధర్మాలను నిర్వర్తించాల్సిందిగా కోరుచున్నాము. కంపెనీ వుద్యోగులు కంట్రాక్టర్లతో లాలూచిపడుటకు ప్రయత్నిస్తే తగినట్లు బుద్ధిచెప్పాలనికూడ కోరుచున్నాము.

షిప్ యార్డును కాపలసిన యంత్రాల దిగుమతిలో అనేక అవకతవకలు జరిగినట్లు గూడా యిదివరలో తెలియపర్చాం. కొల్లకొర్రెసుల దిగుమతి, వాటరు కులార్చు కొనుగోలు, కొన్ని వెల్లింగు యంత్రాలు నేడు ఏవనిస్థితులలో యున్నవో ఒక పర్యాయం మేనేజిమెంటు చూచుకొంటే అంతా అర్థమవును. అంతేగాక కొత్త గాంట్రుబడిన "E" "R" "B" లైపు యిండ్ల పరిస్థితి దర్భాప్తు జరిపేవారెవరున్నారు. లక్షలకు లక్షలు కుమ్మరించి మనిషూని మారడికాయ చేసిన యిండ్లు ఒక్క సంవత్సరములో ఆవిధముగా తయారయిన మరొకొన్ని సంవత్సరములలో ఏవనిస్థితిలో యుండునో గమనించుట ముఖ్యం. ఇట్టి విశాళ కర, పరిస్థితులు దినదినం అభివృద్ధిపడుతూ యుంటే చౌకగా ఓడలు కట్టడం, ఖర్చుతగ్గించుకోడం ఏవిధంగా జరుగగలదో మేనేజిమెంటు ఆలోచించుకోవాలి. కంట్రాక్టర్లు ప్రకారం సకాలములో పని పూర్తి చేయలేకపోయినను అడిగేవారులేరు. కొత్త గాంట్రుబడిన కొన్ని యిండ్లలో యింకను ఎలకటికల్ వర్కులు పూర్తి కాకపోయినా శిధ్ధపహించి దానికి సంబంధించిన కంట్రాక్టరుపై ఒత్తిడి తేలేకపోతున్నారంటే ఏమనుకోవాలి.

షివ్ యార్డుకు కావలసిన కలవ కొనడంలో జరుగుతున్న అవినీతికర పంథాలను ప్రోత్సహించేలా 1957 సం॥లో మేనేజింగు డైరెక్టరుగారి దృష్టికి లేబరు యూనియన్ వారు తీసుకొనిరాగా మేనేజిమెంటు దర్యాప్తు చేసింది. కలవకొనడంలో జరిగిన అవకతవకలు బైటపడినా చర్యలుమాత్రము తీసుకోబడలేదు. అంతకుపూర్వం శాధ్యతగల ఒక ఆఫీసరు యార్డులో ఐస్ శాక్కులను తయారుచేయించిన విషయం మన లేబరు యూనియన్ వారు మేనేజిమెంటు దృష్టికి తీసుకొనిరాగా అందుపై వారు ఏవిధమైనచర్యనూ తీసుకోకపోగా ఆ ఉద్యోగినే ఉన్నత పదవులకు ఎక్కించడం మనం కళ్లారాచూశాం. భారీఎత్తున జరిగిన పెద్దపెద్ద అవినీతి కార్యక్రమములపట్ల గతంలో మేనేజిమెంటువారు ఎంతోనిర్లక్ష్యంగా, శాధ్యతాకహితంగా, ఉదాసీనంగా ప్రవర్తించారు. తిరిగి 1958 సం॥లో కలవకొనడంలో యేమైనా తోగుట్టు వ్యవహారం జరుగుతున్నదేమో చూడం దని మేనేజిమెంటువారికి మనం సూచించడం జరిగింది. మన షివ్ డైట్ కు కావలసిన కలవ కొనడం గురించి మాకు యీ క్రిందివిధంగా తెలియవచ్చింది.

కావలసిన కలవకొనం టెండర్లు పిలవడం పరిపాటి. సాధారణంగా యీ టెండర్లు పిలవడందగ్గరే అవినీతికి పునాది వదుతుంది. పరిచయంఉన్న స్వయంకు అంతవరకు టెండర్లలో వచ్చిన ఖరీదుల వివరాలు తెలియచేసి ఆఖరీదులకన్న కొంచెం తగ్గించి ధరలువేయించి టెండర్లు పెట్టించి వాటినే ఆమోదించేయడం సిద్ధహస్తులయిన ఆఫీసర్లకు అనాదిగావస్తున్న ఆచారం. ఇదిలోకవిదితం. ఇహ యిక్కడ ఏవిధంగా జరిగిందోచూద్దాం. మన షివ్ యార్డువారుకూడా కలవస్వయికి సంబంధించిన టెండర్లు పిలిపించారు. సుమారు 110 టన్నుల టేకుకలవ కావలసినవచ్చింది. దానికి సంబంధించివచ్చిన టెండర్లన్నింటిలోను ఒక టెండరుమాత్రం అంతకన్న పాచ్చుగానున్న టెండరు ధరకన్న ఒక ఘనపుటడుగు కర్రకు ఒక్క నయ్యాపైసా మాత్రమే తక్కువగా ధరవేయబడిందా? లేదా? ఇంత స్వల్పతేడాతో టెండరులోధరలు వేయగలగడం అతి ఆశ్చర్యకరమైన విషయమగునా? కాదా? ఏకర్ణ పిశాచి చెప్పడంవల్ల యీవిధమైన ధరలు టెండరుపెట్టినవారు వేయగలిగారో మేనేజిమెంటు వారు దర్యాప్తు చేయగలిగారా? పోనీ ఇదిపూర్తిగా భగవత్సంకల్పమే అనుకొందాం. అనుకున్నా అదే టెండరు కొన్నాట్లు పోయాక ఒకరిపేరున్నది మరొకరిపేరుకు మారినదా? లేదా? మారితే ఎలామారినది? ఎందుకుమారినది? ఇలామారిపోవడం పట్ల మేనేజిమెంటు వైఖరిఏమిటి? టెండర్లు ఒకరిపేరునుంచి మరొకరిపేరుకు మారడంలో అందుకు సంబంధించిన శాధ్యతల లోని ఆఫీసరులు సక్రమంగా నిర్వర్తించారా? లేదా? వారి ఆమోదముద్రతోనే యిటువంటివి జరుగుతున్నాయా? కంచెయే చేసుమేస్తున్న పరిస్థితులే కనకపుంచే చౌకగా ఓడలు కట్టగలగడం పగటికలకాదా?

నిప్పులేకుండా పొగరాజుకోదు. ఏమాత్రమూ అస్కారమూలేకుండా ఇక్కడ అవినీతి జరుగుతుందేమో చూడండని శాధ్యతగల ఒక కార్మికసంస్థ పరిశ్రమ్యాధికారులను పాచ్చరించదు. అవిధంగా కలవ మన యార్డులోనికి చేరుతుంది. ఆవచ్చిన కలవ తొరుగిలుపడి, బీటలువారి యెంతో నాసిరకంగా వుండడంవల్ల దీనితో నష్టం విపరీతంగాయిన్నట్లు భావించడం అట్టి కలవతో పనిచేయడంకూడా కష్టంగాబట్టి మంచికలవ దిగుమతి అయ్యేలా చేదామని యూనియన్ శ్రద్ధతీసుకొని 1958 నవంబరు 1వ తారీఖున నాసిరకం కలవ దిగుమతి అవుతుంది కాస్తవివరంగా తనిఖీచేయించండి అని మేనేజిమెంటుకు వుత్తరం వ్రాసింది. అందుమీద కొత్తగావచ్చిన మేనేజింగు డైరెక్టరుగారు " మీకు నేను కృతజ్ఞుడని; నిజానికి మీరు కంపెనీకి రూ. 25000/- మిగిల్చినవారయారు. పూర్వం యిటువంటివిజరిగినా వాటిగురించి నేనేమీచేయలేను. ఇది ప్రస్తుతం జరిగిన విషయం కనుక నేను తప్పకుండా చర్యతీసుకొంటా" అని హామీ యిచ్చారు. ఈ హామీ ధోరణినిబట్టిచూస్తే తప్పకుండా

షివ్ యార్డులో అవినీతి-అవసానదశ సంప్రాప్తించిందని అందరమూ అనుకున్నాం. అన్నవిధంగానే వారు వెంటనే శ్రీ. ఇ. సి. ఆచారి కమిటీనివేసి ఆ కలవసంశటిని తనిఖీచేయించారు. చేయించగా 10'-0" X 5 1/2" X 2 1/2" పైజా టేకుముక్కలు మొత్తం 5459 యార్డులలోకి దిగుమతిఅయినట్లు అందులో సుమారు 2343 ముక్కలు పనికిరావని ఆకమిటీవారు నిర్ణయించారు. అంటే సుమారు 110 టన్నుల కలవలో 46 టన్నులు పనికిరాకుండా పోయిందన్నమాట. అలాపనికిరాకుండా పోయిన 46 టన్నుల ప్ర. అ. 1కి రూ. 24-75 కలవఖరీదు సుమారు రూ. 56925 లు వుంటుంది.

1957 సం॥ పాడయిన కలవవచ్చినప్పుడుకూడా తనిఖీచేయడానికి రాజమండ్రి సంపబడిన ఆఫీసరే తిరిగి 1958 సం॥లో పనికిరాని సరుకును దిగుమతి చేయించారన్నది గమనార్హం. అదేపనిగా ఇంతనాసిరకం సరుకును దిగుమతి చేయించడం ఏదో ఆమాజ్యం తేడాపాడాలకేముందిలే అని కొట్టిపారేయలేని విషయం. రూ. 56,000 లు నష్టం తక్కువదికాదు. ఇందుకు సంబంధించిన ఆఉద్యోగి తెలియకనో, పనిచేతకాకనో యీ విధముగాచేయడానికి అలవాటుపడ్డాడా? లేక కావాలనే యిది చెస్తున్నాడా? అవిషయం తెల్పుకోవలసింది షివ్ యార్డు మేనేజిమెంటు. ఆతప్పు ఎందుకుచేసినా ఆవద్యోగి అందుకుశాధ్యుడే కదా? కాకపోతే యిన్నివేల రూపాయల నష్టానికి శాధ్యులెవరు?

విశాఖ నౌకా నిర్మాణకేంద్రం చాలావరకు భారతప్రజలు చెల్లిస్తున్న పన్నులమీద నడుస్తున్న దవడంవలన ఎందుకిటు వంటి అవకతవకలు జరుగుతున్నాయి అనిలదిసి పశ్చించగలహుక్కు భారతపౌరులందరికీఉంది. ముఖ్యంగా పరిశ్రమశ్రేయస్సే ప్రోధానఅక్షయంగాకల షివ్ యార్డు కార్మికులందరికీ ఆహుక్కువుంది. ఒకమేకు తీసుకొనిపోతున్నాడన్న నెపంమీద కార్మికుడ్ని పట్టుకుని అక్కడిక్కడే నిర్మాణిణ్యంగా పనినుండి బర్లరఫ్ చేసిపారేసే మేనేజిమెంటు వేలా, అటూ నష్టం తెచ్చి కంపెనీని దోచుకుంటున్న అవినీతిపరులను ఏమీఅనలేకపోవడం ఉమించడగవిషయంకాదని సవినయంగా మనవిచేస్తున్నాం. అసలీవిషయాన్ని అవినీతి నిరోధకశాఖవారికి ఎందుకు ఒప్పచెప్పలేదు? ఈవిధంగా ఒప్పతప్పకపోవడానికి, అందువల్ల జాతీయ పరిశ్రమకువచ్చే కష్టనష్టాలకు శాధ్యత మేనేజిమెంటుదికాదా? వైట్ మెటల్ కేసులు, సిమ్మెంటు గొడవలు, క్రొత్తగా కట్టబడిన యిండోపరిస్థితి, కలవకుట్టిలూ వగైరా అవినీతి కార్యక్రమాలు దినదినం పాచ్చిపోతున్నాయే చౌకగా ఓడలు కట్టడం అన్నది సాధ్యమేనాలని ప్రశ్నిస్తున్నాం. పరిశ్రమల యాజమాన్యంలో కార్మికులకుకూడా సమాన ప్రాతినిధ్యం యివ్వాలని దేశ అగ్రవాయకులు ప్రయత్నిస్తున్న సోషలిస్టు తరహా సమాజంలో ఒకేరకమయిన నేరానికి ఆఫీసరులయితే ఒకలాగున, కార్మికులయితే మరొకవిధంగానూ రెండరుకాల శితులు విధించడం ధర్మమో, న్యాయమో, లేక సబబో అలోచించమని మా ప్రార్థన.

తే. 12-5-59 ది నాడు యూనియన్ ప్రాతినిధులు మేనేజింగు డైరెక్టరుగారితో టింబరు సమస్యపై మాట్లాడగా సదరు కేసులోనున్న ఆఫీసరుకు కైర్మసుగారు లిఖితపూర్వముగ వార్షింగుయిస్తూ, ఆఫీసరు సర్వీసు రికార్డులో సదరు వార్షింగు నమోదుచేయడమగుననియు, అదేవిధముగ సదరు కేసులోయున్న గుమస్తాకుకూడ మేనేజింగు డైరెక్టరుగారు వార్షింగు యిస్తూ సర్వీసు రికార్డులో నమోదు చేయబడుననిచెప్పిరి. కలవ తనిఖీచేయుటలో అశ్రద్ధమాపుటవలన ఈవార్షింగులు ఇస్తూ యున్నట్లు చెప్పిరి. సదరు మేనేజింగు డైరెక్టరుగారి చర్యను యూనియన్ తీవ్రముగ ఖండించింది. మరియు ఈకేసులో అనుమానమున్నపడల పోలీసుశాఖకు డిపోజిటుకూడ చేసుకొనవచ్చునని మేనేజింగు డైరెక్టరుగారు చెప్పియున్నందున దీనిని పురస్కరించుకొని కేంద్ర హోంమంత్రికి, పోలీసుశాఖలకు, పార్లమెంటు సభ్యులకు, శాసనసభ్యులకు సదరు టింబరు కేసు నంతటివి యూనియన్ కమిటీ తీర్మానము ప్రకారముగా పంపుచుంటిమి.

10 JUN 1959

CONFIDENTIAL.

From,

The General Secretary,
Hindustan Shipyard Labour Union,
Gandhigram, VISAKHA PATNAM-5.

To

Dear Sir,

I bring the following to your notice on behalf of the Hindustan Shipyard Labour Union.

Loss estimated at about Rs.56,000/- was incurred by the Shipyard in the year 1958 when defective timber, useless for Shipyard purposes, was supplied to it by the timber depots at Rajahmundry. An Asst. Foreman of the Shipwright Dept., of the Hindustan Shipyard, Sri Bhogilal Mistry, was deputed to inspect the material before it was supplied. It is a wonder how he could have overlooked the defects, which are apparent on a cursory examination even to non-technical people. The matter was brought to the notice of the management by the Shipyard Labour Union, upon which an enquiry was conducted by Sri. E.C. Acharya, who found that over 2,500 pieces of timber (10'-0" x 5½" x 2½" Teak) out of over 5,600 supplied, were practically useless for the purpose for which they were ordered. Similar defects in the timber ordered from Rajahmundry Depots were pointed out by the Labour Union in the previous year also. No action was taken by the management against officers and contractors responsible for the loss incurred that year. It is obvious that the loss this year (in 1958) could have been avoided if only the management had dealt severely with the officers whose negligence, fraud or incapacity caused the loss previously. To the surprise of one and all the very officer who was alleged by us as responsible for the said loss was given double increment that year.

The very fact that one of the suppliers of timber Sri K. Atchanna, offered timber at a rate which was only 1 nP. less than the next higher tender, and that his tender was subsequently transferred with the consent of the management to Sri.

Suryanarayana of the Deccan Timber Depot at Rajahmundry, and that the supply by him was of defective timber, that the officers of the Shipyard had wilfully or otherwise overlooked the defects, that the management failed to fix the blame and punish the guilty parties are all matters which must cause deep disturbance to the public and would leave one with the impression that the officers and contractors have knowingly caused the loss and that the management is winking at the same.

The Labour Union has alleged that the said Asst. Foreman of the Shipwright Dept., the final authority for passing the timber into the Shipyard was attending fetes of the contractors and had accepted one gift at least from one of them. The Union has also produced photos in support of their allegation. In spite of all this, the management of the Shipyard have taken the adamant stand that there is no Prima Facie case against anybody to fix the guilt. They have taken the stand that there is no guilt at all ~~xxxxxxx~~ to be fixed on anybody. They sanctioned promotions to some of the parties responsible for the loss in the timber transactions in the years 1957 and 1958. They sanctioned leave to some

of them who used it to cover up their tracks. They asked the Labour Union to go to the Police if they are so minded.

Low-paid workers tempted into petty lapses were treated by the management on many occasions with severity out of all proportion to the faults, were handed over to the Police and dismissed from service. But when enormous losses are caused by high-paid officers they are allowed to go scot free, which clearly shows that the management considers that what is sauce for the goose is not sauce for the gander.

The timber episode is not the only one of its kind. White metal and other materials worth about Rs.27,000/- disappeared from the Shipyard General Stores in the year 1955. The materials lost could not have vanished into thin air. The Police failed in the case launched against the Stores Supdt. Why did they fail? The Shipyard management should furnish the answer. They ought to know how materials worth about thousands of rupees walked out of the yard, leaving no trace at all; in spite of so many checks at so many check-posts for workers and so many security people busy shadowing every worker. It was well and good that workers were checked. But was equal diligence shown in checking the officers? If so was it that so much material found its way out of the Shipyard and into pockets unknown.

We invite your attention to these matters and hope that the Parliament and the Government would enquire into the said affairs and set the stinking Shipyard stables clean by appointing a Parliamentary Committee to probe into these matters or otherwise.

Thanking you,

Yours faithfully,

10 JUN 1959

M. Veeralhadram

Vice SECRETARY President,

Andhra Pradesh Trade Union Congress.

VISAKHAPATNAM-1.

D/ 6th June 1959.

Dear Comrade,

In my last letter I mentioned about the Timber Scandal of the Hindustan Shipyard (Private) Ltd. I have prepared a note touching some aspects of the case. I have some photos in my possession dealing on the same.

Coms. Raj, Vittal, K.L. etc. will be coming to this place in connection with the meeting of the Pradesh Communist Council, on 16th of this month. I shall be handing over all the relevant material to any one of them to be handed over in your office and to pursue the same.

However, I am enclosing a copy of the unions letter and a printed (Telugu) leaflet herewith. Translation of the printed one will be handed over ~~to~~ here along with the other material.

Encl: Two.

Yours fraternally,

M V Bhadrani

*Print
in
TUR*

27 JUN 1959

No. Fac. 180(2)
Government of India
Ministry of Labour and Employment

From Dr. B.K. Bhattacharya, I.A.S.,
Deputy Secretary to the Government of India

To

26 JUN 1959

Dated, New Delhi, the

SUBJECT:- Cochin Dock Workers (Regulation of Employment) Scheme, 1959.

Sir,

I am directed to enclose for your information a copy of the above Scheme which has been published in the Gazettee of India Part II, Sub-Section (ii) of Section 3 dated the 6th June 1959 as S.O. 1310.

Yours faithfully,

Jewani

for Deputy Secretary

~~General Secretary, The All India Trade Union Congress, Ashoka Road, New Delhi.~~

refd. to. k.m. 19/6/69. with the file of 11-6-69. 26/6/69

Copy with enclosre forwarded to:-

1. The Ministry of Transport & Communications (Department of Transport) New Delhi (2 copies).
2. The Chief Labour Commissioner (Central) New Delhi (3 copies)
3. The Regional Labour Commissioner (Central) 2/8 Hunters Road, Vepery, Madras (2 copies)
4. The Director, Labour Bureau, Simla (1 copy)
5. The Lok Sabha Secretariat (35 copies).

[Signature]
for Deputy Secretart

d.a.refd.to.

Resolution passed unanimously at the meeting of the representatives of city trade unions on June 23, 1959.

.....

This meeting of city trade unionists is of the opinion that the various unanimous decisions of the Indian Labour Conference which give some little relief to the working class like the Minimum Wage Resolution etc. are sought to be filed by the Government and the employers concerned as is evidenced by the refusal of the management of Stanvac Refineries, Burmah Shell Refineries, Glaxo Laboratories, Tata Oil Mills etc. to concede the Minimum Wage demand inspite of their capacity to pay. On the other hand, the Government and the employers are very keen on implementing such other resolutions like the Code of Discipline, Rationalisation etc. which go against the interests of the working class. This meeting therefore is of the opinion that the Central Trade Union organisations in the city should jointly call a conference of all trade unions to consider this problem/^{so} that they can represent the united voice of the working class against the discriminatory attitude of the Government and employers and take concrete steps before attending the next session of the Indian Labour Conference at Madras. The meeting requests the Chairman of the meeting to contact all Central Trade Union organisations with a view to convene such a conference at an early date.

.....



13 JUL 1959

Ref. No. AK/1560/59

204 Charni Road,
BOMBAY- 4.

25th June, 1959.

To

The General Secretary,
All India Trade Union Congress
(All India Headquarters),
New Delhi.

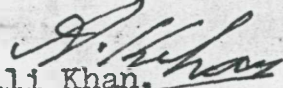
Dear Comrade,

The Petroleum Refineries' Employees Sabha of Bombay had called a meeting of city trade unionists on June 23, 1959 at the Servants of India Society Hall to explain their dispute with the management of Stanvac Refineries in regard to their demand for a minimum wage. At the suggestion of some trade unionists who had assembled, the enclosed resolution was adopted unanimously by the meeting.

May I request you to kindly do the needful in the light of this resolution?

With greetings,

Yours fraternally,


Ali Khan,
President,
United Seafarers'
Federation.

*Act with a
in spirit of the meeting
on 23/6/59 in the
when held. 4/7/59*

Docks

287
Press Statement issued by G.H. Kale, President,
All India Port & Dock Workers Federation, Bombay.

Since the settlement arrived at in July last between the Federation and the Government, it was thought that the relations between various Port and Dock Authorities and Trade Unions would be cordial and smooth but it appears the authorities of some Ports and Dock Labour Boards are bent upon persecuting workers and their unions. The present situation in the Calcutta Docks is an instance in point.

In the July Settlement it was agreed that whatever improvements will be effected in the case of Port Workers will also be made in the case of Dock Workers. But the authorities of the Calcutta Dock Labour Board have not taken any steps to implement the agreed decisions of the settlement, with regard to Dock Workers. Even the Prime Minister's assurance that sectional and local demands of workers would be settled across a table and if any of them remain unresolved the same would be referred to arbitration has remained unimplemented. The authorities of the Dock Labour Board refused to discuss the demands of the Calcutta Dock Mazdoor Union, an affiliate of the Federation. Not only they have thus deprived workers of the benefits of July Settlement but also the Union and workers have since been made victims of persecution and harrassment. The Union's recognition which it had enjoyed for years has been kept in abeyance since last year with the result that the Union's representatives are not entertained. The pity is that the Government of India's Conciliation machinery also refused to have any dealing with our affiliate. This has led to the accumulation of dozens of grievances. There have been serious charges of corruption and mal-administration against the Calcutta Dock Labour Board. The Union carried on an agitation in respect of these charges. The last meeting of the All India Dock Workers' Advisory Committee was also perturbed over the mal-administration of the Dock Labour Board and passed a resolution requesting the Government to appoint a high level committee to enquire into the matter but no action on these lines has so far been taken.

Annoyed over the agitation of workers, the authorities of the Labour Board decided to adopt a vindictive course of action. Suddenly they announced a radical change in the methods of promotion and also

.....

announced that they would alter the serial numbers on the Identity and Attendance Cards of workers on the plea that the numbers have faded away. The workers staged a demonstration on the 4th of November by stopping work for 4 hours against the high-handed policies pursued by the Dock Labour Board. When the workers went for work in the evening they were not given the work ^{attendance} and since then the workers are not permitted to record their attendance with the result that the workers are not being paid their Attendance money and the Minimum Guarantee. This has further added fuel to fire and every month workers have been stopping work for few hours for staging demonstrations. Unfortunately neither the local authorities nor the Government are looking into the grievances of workers with a view to having the points in dispute resolved. On the contrary the authorities have been taking disciplinary action by suspending workers etc. and with effect from 3rd Instt. the Chairman, Dock Labour Board, has assumed special powers under which he can suspend and dismiss any worker and against which there could be no appeal.

Within the last two days more than 40 workers have been suspended under special powers. The provision for special powers is meant, under the scheme, to meet eventuality of 'go-slow'. upto now there was never any allegation against workers for 'go-slow' but in order to terrorise them the authorities thought it fit to assume these powers and thereby have actually aggravated the situation in the Docks.

Our Federation recently met in Delhi and, while disapproving the policies so far followed by the Dock Labour Authorities and the Government, has urged upon them to come to some settlement. We also met the Secretary of the Labour Ministry and the Deputy Minister of Labour and appealed to them to resolve the dispute by negotiation and help the restoration of normal conditions; but it is a matter of regret that they are bent upon to continue to pursue the unjust course of action against workers. Under these circumstances it is no wonder that the agitation would continue and even spread.

L. Akale
25/3

Cochin Port Cargo Labour Union
Cochin

287
July 2, 1959

Dear Comrade,

This is to inform you that the Cochin Dock Workers (Regulation of Employment) Scheme, 1959 has been published in the Gazette of India, Part II, Sub-Section (ii) of Section 3 dated 6th June 1959. If you have not received a copy, please let us know. We would also like to receive your comments on the finalised Scheme. With greetings,

Yours fraternally,

AB
Secretary

287
July 6, 1959

Com. Ali Khan,
President United Seafarers'
Federation,
204 Charni Road,
Bombay-4.

Dear Comrade,

This is to acknowledge the receipt of
your letter dated June 25th and a resolution
passed unanimously at the meeting of city trade
unions on June 23.

We would welcome the meeting of the local
unions affiliated to all central T.U. organisations.
We would request to send us the report of the joint
meeting proposed to be held in the near future.

We are in receipt of the statement of the
Petroleum Refineries' Employees Sabha of Bombay
regarding the demand for a minimum wage in Petro-
leum Refining Industry which we are forwarding to
our delegation to the 17th Indian Labour Confere-
nce for necessary action.

With greetings,

Yours fraternally,

K.G. Sriwastava
6/7/59
(K.G. Sriwastava)
Secretary

MEMORANDUM

submitted

by

THE MADRAS PORT UNITED LABOUR UNION

to

THE COMMITTEE

for

The Classification & Categorization of Class III & Class IV
Employees
of
Major Ports

presided over by

Shri F. JEEJEEBHOI.

This relates only to Madras Port.

The Classification and Categorisation of Class III & IV Employees of the Major Ports should mean that equal wages shall be paid for equal work done. In other words where the nature of work and duties are the same, the scale of wages should be the same.

This Principle which is axiomatic in every part of the Civilized World, has also ~~had~~ been accepted by the Government of India.

The crux of the demands of this Union in regard to the Madras Port may be crystallised into

- (1) where the nature of work and job done is the same in both Ports, Madras Scales should be raised to Bombay Scales of Pay;
- (2) whatever fresh Grades are recommended to Bombay Port, the same must apply to Madras Port;
- (3) existing low grades should be revised so as to guarantee a minimum basic wage of Rs.40-2-60 to the lowest category.

L.D.Cs. & U.D.Cs.

Therefore, the Grade of L.D.Cs cannot be one thing in Bombay and another in Madras. The Madras Grade of Rs.60-130 should be raised to Rs.60-150 (Bombay Grade) forthwith and then whatever is recommended for Bombay should equally apply for Madras.

The U.D.Cs likewise in Bombay are on a grade of Rs.100-8-140-EB-8-180-10-200. There is no reason why this should not be paid to U.D.Cs. in Madras who are on a grade of Rs.100-185. This should be revised to be in conformity with the Bombay Scale of Rs.100-200 and as in the other case whatever is recommended for Bombay should apply to Madras.

Section Heads:

On the same principle Section Heads must be put on a grade of Rs.200-10-300 as Senior Clerks in Bombay.

Head Clerks:

Head Clerks in Madras must be put on a par with their counterparts in Bombay who are on a grade of Rs.250-15-310.

Office Superintendent:

There should be uniformity in grade and there is no valid reason for perpetuating an anomaly. Hence the post of Office Superintendent in Madras should carry the same Grade as in Bombay which is Rs.350-20-450.

Stenographers:

Stenographers are Stenographers and the scandalously low salaries for Junior and Senior Stenos at Madras should be revised to those of the Bombay Scales.

Junior: Rs.100-8-180-10-200; Senior: Rs.200-10-250-EB-10-300.

Accountants:

The Scale of Rs.100-5-125-6-155-EB-6-185 is one obtaining in Madras whereas in Bombay, a similar post carries a grade of Rs.200-10-250 tho' the designation there is only Senior Clerk.

The next higher category called Head Clerk in Bombay carries a grade of Rs.250-15-310 whereas in Madras Tho' the edifying nomenclature of "Senior Accountant" is used in place of a Head Clerk, the niggardly start of Rs.160 on a scale of Rs.160-300 is given. This must be revised to raise it to the Bombay Scale of Rs.250-15-310.

Cashier:

The Cashier in Madras is on a scale of Rs.200-15-350 whereas an Assistant Cashier in Bombay is on a scale of Rs.250-15-400. The Madras Scale must be revised so as to enable the Cashier to draw at least the Bombay Scale of Rs.250-15-400.

Docks and Shed Staff:

Assistant Shed Master and Shed Master:

The Assistant Shed Master and Shed Master of Madras have the same duties to perform as the Shed Superintendent Grade II and Shed Superintendent Grade I respectively of Bombay.

The proposed Bombay Scales are Rs.160-220 and Rs.160-300 respectively. The Madras Scales should be revised to the proposed Bombay Scales.

Junior Clerks and Junior Clerks (Cargo):

On the Docks Side there are Junior Clerks and Junior Clerks (Cargo) so-dalled. In the matter of their educational qualifications nature of work done and responsibilities the Junior Clerks are not in any manner inferior to Junior Clerks Cargo.

Shri P.C.Chaudhuri's recommendation is that all Junior Clerks must be put on a par with L.D.Cs. and given that grade viz Rs.60-130.

The Madras Port Trust seeks to drive a wedge between the Junior Clerks (Cargo) and in order to deny the Junior Clerks their grade of Rs.60-130 have by a Resolution of 12th May 1958, sought to redesignate them as Sorters, Water-suppliers, Gear-Suppliers etc. This should not be permitted and the Categorization Committee should kindly recommend the Grade of Rs.60-130 to them also. The Madras Port Trust Authorities are trying to forestal the Categorisation Committee by creating new Designations and correspondingly new Scales by which many junior clerks will be denied the Grade of Rs.60-130.

The Educational qualifications shown against these two categories are different and does not correspond to facts. Similarly there is no such category as "Sorters", (see page 56 of Port's Memorandum) "Gear Supplier" (see page 58-Ibid) "Appraisement Ticket Issuer (see page 59-Ibid); "Water Supplier" (see page-59 Ibid) etc. These designations do not exist at the moment. What exists is only Junior Clerk. As can be seen from the Madras Port Trust Document, categories with Duties and Responsibilities, the existing Scales of these are the same as that of Tally Clerks. And now by calling Junior Clerks Cargo as Tally Clerks, and Junior Clerks as Sorters etc. the Madras Port Trust Authorities are trying to scale down the wages of Junior Clerks. One of the duties of Junior Clerks is that of a Time-Keeper. Many have been working from 10 to 15 years as such. Time-keepers of the Lighterage Department are recommended Rs.60-130 by the Madras Port Trust. Why should this be refused to Junior Clerks for doing part of whose duties somebody will get Rs.60-130 as recommended by the Madras Port Trust? A part is recommended more than the whole which is anomalous!

This should not be permitted, and the wage Scales for Junior Clerks and Junior Clerks (Cargo) must be the same viz Rs.60-130 as recommended by Shri P.C.Chaudhuri.

Railways:

Coupling Porters in Madras are on a Scale of Rs.40-1-50-2-60. They should be put on a scale of Rs.60-5/2-75 and shunting Masters should have a starting salary of Rs.75 instead of Rs.60/- as at present and their scale should be Rs.75-5-130.

Number Taker, Seal Checker, and Pilotmen are unknown designations in Madras Port. But this is not to mean that these Jobs are not carried out here. They are. They form additional jobs to those who are already on a main job. This highlights the fact that while on the one hand comparable categories draw a lower grade than those in Bombay, the workload here is greater.

Labour Supervisors:

Labour Supervisor (Senior) and Labour Supervisor are two different cadres. Their duties and responsibilities are different.

Senior Labour Supervisors should be given a grade of ~~Rs.100-5-125-6-155-EB-6-185~~ Rs.120-220 as it is for Assistant Shed Masters, and Labour Supervisors should be given a grade of Rs.100-5-125-6-155-EB-6-185.

Artisans: Unskilled:

The so-called Un-skilled Labour employed in the Madras Port for various jobs is just a shuffling of terminology. For instance the so-called unskilled labour on the Engineering side possesses a degree of skill and the technical know-how that he

is not un-skilled in any sense of the term. The criterion for fixing rates of pay should be the nature of work and not the mere designation. Mazdoor is a term that is in great favour in this Port. Mazdoor is used as a synonym for 'un-skilled' which is not only an insult to the Hindustani Language, but is also a crude attempt to confuse issues and find a basis for inventing scandalously low scales of wages.

The lowest rung of the ladder of Scales should be Rs.40-2-60. This should be given to the categories of so-called un-skilled labour who are at present on Rs.30- $\frac{1}{2}$ -35 revised into Rs.30-1-35. Tier upon tier of grades should rise over the base of 40-2-60.

The Port Administration argues against putting Workers on a long grade. Promotions in this Port, to the best of our knowledge, is based not on Seniority or merit but upon Trade Tests and the so-called Staff Selection Committee. The less said about the Trade Tests the better. The staff Selection Committee seems to function in the firm conviction that new lamps are better than old ones and that direct recruitment brings in qualifications and talent. It is strongly rumoured, that money also plays a part. If this becomes an ossified principle then the avenues to all promotions to existing Staff, are sealed ~~xxxxx~~ forever.

It will indeed be a tragedy if the long grade is broken up into two bits and it is left to the sweet-will of each Port Administration to "determine the numbers to be put into each category." It does not require a prophet to say that if this is left to them, the overwhelming majority will be in the lower grade and handful in the higher. In short it would just be a continuation of existing anomalies in an accentuated but different form. We request the classification and categorization Committee not to abdicate their responsibilities in this behalf.

Highly Skilled:

The considered opinion of the Port Administration is that no category in the Ports can be considered "Highly Skilled" and hence the two grades of Rs.80-160 and Rs.100-185 need not be introduced at all.

It is amazing that it is asserted by the Port Administration that "the Port Workshops are merely maintenance units not calling for highly skilled work"we do not, therefore, consider it necessary to categorise any posts as highly skilled " (vide page 17 of the Port's Memorandum).

Pattern-Makers, Turners, Fitters and Electricians, to mention only a few are in all conscience certainly "highly skilled", Workmen.

The contention of the Administration should be rejected in as much as it flies against facts.

Marine Department:

The nature of work of this department is exactly the same as that in Bombay. But the wage scale of Madras Port for Comparable Categories in this Department are scandalously low.

To add to this, Workers who are normally not expected to do that particular job are made to do it unlike Bombay. For instance, in addition to their work, a very responsible job like that of Conducting Pilot launches are entrusted to Seacunny, in Madras. They are in fact Drivers of Pilot launches tho' the wage-scale of Drivers is not given to them. So, by and large, the scales of pay that are recommended for

Bombay Port may be also recommended for Madras Port for the following Comparable Categories in the Marine Department:

- (1) Tug-Masters; (2) Serangs; (3) Seacunny;
- (4) Tindels; (5) Drivers in the Marine Department.

Dredger Department:

Dredging Operations are very important in an artificial Port like Madras. Unless these operations are continuous and efficient, sand dunes will take the place of the existing Harbour.

When it is conceded that the Workers engaged in Dredging Operations carry on urgent and very important functions, it is only fair that the wage-scales recommended are a fair reflection of the work performed.

Hence the demand noted in the Schedule attached herewith.

Casual Mazdoors:

Shri P.C.Chaudhuri, I.C.S., the Officer-on special Duty appointed by the Government of India to enquire into the conditions of Port and Dock Workers, has in his erudite report, dwelt at length on the question of casual labour employed on the Shore for handling cargo. This makes very interesting reading. Shri Chaudhuri's considered opinion is by no means ~~xx~~ very complimentary to Port Administrations.

But a category of Workers known as "casual mazdoors" in almost every department of the Port Trust is a special feature of, at any rate, the Madras Port. Thus for instance there are over 600 casuals in the Engineering Department alone; and over and above this several in the Dredging Department, and several more in the Civil Section, etc., etc.

Many of these casuals have put in anywhere from 2 to as many as 15 years of service.

Casual Mazdoors draw a grand wage of Rs.2/- per day. Casuals Revitters, Casual Turners etc. draw Rs.3/- per day. This must go and a casual who has put in one year of service on a job which is permanent, should be confirmed as such and fitted into an appropriate grade.

C o n c l u s i o n :

WE appeal to the CLASSIFICATION AND CATEGORIZATION COMMITTEE to be kind enough to go into the several Categories now extant in this Port with a view to changing the designation if need be, in conformity with those obtaining in Bombay Port. By and large the recommendations made in regard to different categories for Bombay Port may also be made applicable to Madras Port.

AsK. Iyengar
26.6

(A.S.K.IYENGAR)
President

MADRAS PORT UNITED LABOUR UNION.

Schedule.

Categories of Posts in Madras Port with Duties and Responsibilities and Minimum Pay-Scale demanded by the said Union.

NOTE: (1) In Column 4 of the Pay-Scale noted shows in some cases existing Bombay Scales. This should not be used to militate against demands for revision put up by Bombay Unions.

(2) By and Large whatever Scales are recommended for Bombay Port should be granted to Madras Port, too.

| S.No. | Designation. | Duties and Responsibilities. | Minimum Pay Scales as demanded by the Union. |
|-------|-----------------------------|---|--|
| (1) | (2) | (3) | (4) |
| 1 | Messenger | Delivery Tapals. | 40-2-60. |
| 2 | Peon | Attends to Office and Delivery letters etc. | 40-2-60. |
| 3 | Attender | Attender's work and filing of papers etc. | 40-2-60. |
| 4 | L.D.C. | Clerical Work | 60-5-100-EB-5-150. |
| 5 | Stenographer. | Stenographic work and attends to Typing and Clerical Work | 180-10-230 (The duties are same as in Calcutta). |
| 6. | U.D.C. | Higher Clerical. | 100-8-140-EB-8-180-10-200. |
| 7. | Accountant. | Maintenance and checking Accounts and Bills etc. | 200-10-250. |
| 8. | Head Clerks. | Supervision of a Section and drafting important notes. | 250-15-310 |
| 9. | Senior Accountant. | Supervision-passing of correspondence, Accounts etc. | 250-15-310 |
| 10. | Accounts Superintendent. | -do- | 350-15-380-20-460. |
| 11. | Shroff. | Handling of Cash and Accounting for same. | 100-8-140-EB-8-180-10-200. |
| 12. | Asst. Cashier. | Supervisory combined with Cash dealings, Accounts etc. | 250-15-400. |
| 13. | Cashier. | Supervision of Cash Section-combined with Cash dealings Accounts etc. | 400-20-500. |
| 14. | Section Head. | Incharge of a Section. | 200-10-250. |
| 15. | Office Superintendent. | General Supervision of Office. | 350-15-380-20-460. |
| 16. | Time-keeper. | Attends Time-keeping and keeping work and clerical work. | 60-5-100-EB-5-150. |
| 17. | Time & Wages Clerk Gr.II. | Attends the preparation of rolls, absentee statement etc. | 60-5-100-EB-5-150. |
| 18. | Asst.Head Time-Keeper. | Assist the Head Time-Keeper in the preparation of rolls daily and Monthly allocation sheets, checking of work done by Time Keepers etc. | 100-8-140-EB-8-180-10-220. |
| 19. | Time & Wages Clerk Grade-I. | the work generally corresponds to that of Assistant Time keeper with the difference that he keeps separate labour costs for jobs. | 100-8-140-EB-8-180-10-220. |

| (1) | (2) | (3) | (4) |
|-----|----------------------------------|--|-----------------------|
| 20 | Head Time Keeper. | Incharge of Civil Divns. & Project Divns. Time Offices. | 200-10-250. |
| 21 | Survey Attendant. | Assist the Surveyor in Survey work | 50-2-70. |
| 22 | Assistant Ferro Printer. | Assist Ferro Printer in taking Prints. | 50-2-70. |
| 23. | Ferro Printer. | Sensitizes Printing Paper and takes out Blue and While Prints as required. | 60-4-120-EB-5-150. |
| 24. | Gauger. | Attends to Cement and concrete testing under directions of Junior Engineer (Civil) | 60-5-100-EB-150. |
| 25. | Tracer. | Carries out tracings in ink or pencil of drawing and colours them under instruction of Superiors. | 80-5-100-EB-8-140. |
| 26. | Draftsman (Marine): | Prepares charts of Hydrographic surveys to the soundings taken by the Marine Surveyor. | 140-8-180-EB-10-220. |
| 27. | Draftsman (Civil) | Prepares drawings of a minor nature & estimates for small work. | 140-8-180-EB-10-220. |
| 28. | Senior Draftsman. | Prepare drawings, designs, estimates and tender analysis to the directions of Head Draftsman. | 220-10-260-EB-15-350. |
| 29. | Junior Engineer. (Civil) | same as Senior Draftsman and also attends to Supervising and surveying of out-door work allotted. | 220-10-260-EB-15-350. |
| 30, | Junior Engineer & (Mech.& Elec.) | - do - | 220-10-260-EB-15-350. |
| 31. | Supervisor (Plant) | Supervises erection, maintenance and operation of Plant in the Project. | 220-10-260-EB-15-350. |
| 32. | Head Draftsman. | Incharge of Drawing Office. | 300-20-400. |
| 33. | Supervisor Gr.II. | Incharge of a Section. | 185-8-225-15-300. |
| 34. | Supervisor Gr.I. | Supervision over construction and maintenance work. | 220-10-260-15-320. |
| 35. | Junior Foreman. (Civil). | Incharge of Capital work allotted to him for construction consisted by Supervisors and others. | 240-10-260-15-320. |
| 36. | General Foreman. | Incharge of maintenance of buildings and sheds Docks wharves wharves and slipway operation. also attends to major marine and steel erection jobs. | 350-15-380-20-500. |
| 37 | Mazdoor. | Unskilled work. | 40-2-60. |
| 38. | Maistry. | Incharge of particular section and maintenance. | 60-5-150. |
| 39. | Quarry Supdt. | Supervision of the Contractors work at the Quarry. | 200-10-250 |
| 40. | Linesman. | Takes signal from Diver and instructs the crew to operate the Gear to the signals so received and communicated. | 100-5-130. |
| 41 | Construction Diver. | Diving. | 150-10-200. |
| 42 | Assistant Foreman. | Has to do under water work in foundation and dock wall construction. | 350-25-500. |

| (1) | (2) | (3) | (4) |
|-----|-------------------------------|---|---------------------------|
| 43. | Lascar Gr.II. | Unskilled work on the Dock | 40-2-60. |
| 44. | Lascar Gr.I. | Operates survey boats and catamaram and splicing or ropes. | 50-2-60-3-75. |
| 45. | Syrang | Attends to Hydrographic Survey Work. | 75-3-105. |
| 46. | Tide Gauge Reader. | Reads Tide Gauge barometer etc. and maintains records of readings. | 60-5-150. |
| 47. | Assistant Marine Surveyor. | Assists Marine Surveyor. | 100-5-125-6-155-EB-6-185. |
| 48. | Marine Surveyor | 160x10x250x5 incharge of Hydrographic Survey. plotting etc., and maintenance of records. | 300-20-500. |
| 49. | Overseer Mosquito Surveyor. | surveys areas in and around the Port. | 60-3-81-EB-4-125. |
| 50. | Assistant Sanitary Inspector. | Assist the Sanitary Inspector. | 90-6-144-8-160. |
| 51. | Sanitary Inspector | Incharge of sanitation. | 220-10-300. |
| 52. | Woman Maddoor. | Unskilled work. | 40-2-60. |
| 53. | Sawyer Gr.II. | Semi-skilled work. | 50-2-60-3-75. |
| 54. | Sawyer Gr.I. | Operates on Machine (skilled work) | 60-5-150. |
| 55. | Hammerman. | Semiskilled work. | 50-2-60-3-75. |
| 56. | Blacksmith.Gr.III. | Skilled. | 60-3-81-4-125-5-130 |
| 57. | Blacksmith.Gr.II. | Skilled. | 80-5-100-6-160. |
| 58. | Blacksmith.Gr.I. | Skilled. | 100-5-125-6-155-6-185. |
| 59. | Painter Gr.III. | Semiskilled. | 50-2-60-3-75. |
| 60. | Painter Gr.II. | Skilled. | 60-5-130. |
| 61. | Painter Gr.I. | Skilled. | 100-5-130. |
| 62. | Carpenter Gr.III. | Skilled. | 60-5-130. |
| 63. | Carpenter Gr.II. | Skilled. | 80-5-100-6-160. |
| 64. | Mason Gr.IV. | Brick Layer. | 50-2-60-3-75. |
| 65. | Mason Gr.III. | Skilled. | 60-5-130. |
| 66. | Carpenter Gr.I. | Highly skilled. | 100-5-125-6-155-6-185. |
| 67. | Mason Grade II. | Skilled. | 80-5-100-6-160. |
| 68. | Mason Gr.I. | Highly skilled. | 100-5-125-6-155-6-185. |
| 69. | Fitter Gr.IV | Skilled. | 50-2-60-3-75. |
| 70. | Fitter Gr.III. | Skilled. | 60-5-130. |
| 71. | Fitter Gr.II. | Skilled. | 80-5-100-6-160. |
| 72. | Khalasi Gr.IV. | Semiskilled. | 50-2-60-3-75. |
| 73. | Fitter Gr.I. | Highly skilled. | 100-5-125-6-155-6-185. |
| 74. | Khalasi Gr.III. | Skilled. | 60-5-130. |
| 75. | Khalasi(Skin Driver). | Skilled. | 60-5-130. |
| 76. | Caulker+Khalasi. | Skilled. | 60-5-130. |
| 77. | Tindel and Khalasi. | Skilled. | 60-5-130. |
| 78. | Sailmaker+Khalasi. | Skilled. | 60-5-130. |
| 79. | Khalasi Gr.II. | Skilled. | 80-5-100-6-160. |
| 80. | Khalasi Gr.I. | Highly Skilled. | 100-5-125-6-155-6-185. |
| 81. | Watchman. | Watch Duxty. | 40-2-60. |
| 82. | Stone Cutter. | Skilled. | 60-5-130. |
| 83. | Head Watchman. | Supervises the work of Watchman and attends the posting of Watchman. | 50-2-60-3-75. |
| 84. | Storeman. | Incharge of Cupboard. | 60-5-130. |
| 86. | Sub-Store-Keeper. | Incharge of Sub-Stores. | 80-200. |
| 86. | Store-KeeperGr.II. | Incharge of Project Stores. | 150-7-185-EB-8-225. |
| 87. | Store Keeper Gr.I. | Responsible of keeping of all the Stores. | 200-15-350. |
| 88. | Chargeman. | Incharge of a Small Shop. | 155-6-185. |
| 89. | Chargeman(Chain-Testing). | Examines,tests of lifting Gear. Supervision. | 155-6-185. |
| 90. | Senior Chargeman. | Incharge of a Shopk. | 200-15-350. |
| 91. | Junior Foreman. | Assist the Workshop Foreman. | 250-15-400. |

| (1) | (2) | (3) | (4) |
|------|---------------------------------|---|----------------------------|
| 92. | Foreman (Workshop): | Incharge of Workshops. | 300-20-500. |
| 93. | Progressman: | Studies the progress of work in the Workshops. | 60-5-130. |
| 94. | Progress Chaser: | Studies of the Progress of Work. | 140-8-180-EB-10-220. |
| 95. | Assistant Planner: | Assist the Head Planner. | 200-15-350. |
| 96. | Head Planner. | prepares plan for work. | 250-15-400. |
| 97. | Greaser. | Semiskilled. | 50-2-60-3-75. |
| 98. | Driver(Fixed Hyd. Crane.) | Operates the Fixed Hyd. Crane. | 60-5-75. |
| 99. | Fireman, Steam Crane. | Assists the Driver for Keeping Steam in Boil- ers. | 60-5-75. |
| 100. | Bellman, Steam Crane. | Transmits the Signals from ground level. | 50-2-60-3-75. |
| 101. | Fireman, Road- Roller. | Assist the Driver. | 50-2-60-3-75. |
| 102. | Brakesman. | - do - | 50-2-60-3-75. |
| 103. | Syrang, Fixed Hyd. Crane. | Supervises the work of fixed Crane Driver. | 60-5-130. |
| 104. | Driver, Road Roller. | Drives the Road Roller. | 60-5-130. |
| 105. | Driver, Staff Car. | Drives the Staff Car. | 60-5-130. |
| 106. | Driver, Motor Lorry. | Skilled. | 60-5-130. |
| 107. | Ass. Driver Sand Pump. | Assists Driver in keep- ing clear the Water Pump. | 80-5-100-6-160. |
| 108. | Driver, Mobile Crane Driver. | Operates Mobile Crane. | 80-5-100-6-160. |
| 109. | Driver, Booster Pump House. | Incharge of the Operation of the Plant at Boss- ter Pump House. | 80-5-100-6-160. |
| 110. | Driver, Sand Pump. | Operate the Dredging Pumpt. | 100-5-125-6-155-6 185. |
| 111. | Driver, Steam Crane. | Operates the Steam Crane. | 100-5-125-6-155-6- 185. |
| 112. | Driver, Scotch Derrick. | Operates the Scotch Derrick Crane. | 100-5-125-6-155-6- 185. |
| 113. | Maistry, Gr. I. | Supervises heavy erection. | 100-5-125-6-155-6- 185. |
| 114. | Pattern Maker. | Skilled. | 80-5-100-6-160. |
| 115. | Pattern Maker. Gr. I. | Highly skilled. | 100-5-125-6-155-6- 185. |
| 116. | Machinist Gr. IV. | 40-2-60-3-75 Semi-skilled. | 50-2-60-3-75. |
| 117. | Machinist Gr. III. | Skilled. | 60-5-130. |
| 118. | Boiler Smith. Gr. III. | Skilled. | 60-5-130. |
| 119. | Machinist Gr. II. | Skilled. | 80-5-100-6-160. |
| 120. | Machinist Gr. I. | Highly Skilled. | 100-5-125-6-155-6- 185. |
| 121. | Boiler Smith Gr. II. | Skilled. | 80-5-100-6-160. |
| 122. | Boiler Smith Gr. I. | Highly Skilled. | 100-5-125-6-155-6-185. |
| 123. | Rivetter Gr. III. | Skilled. | 60-5-130. |
| 124. | Rivetter Gr. II. | Skilled. | 80-5-100-6-160. |
| 125. | Rivetter Gr. I. | Highly Skilled. | 100-5-125-6-185. |
| 126. | Furnace Man. | Semi-skilled. | 50-2-60-3-75. |
| 127. | Furnace Man, Gr. I. | Skilled. | 60-5-130. |
| 128. | Moulder Gr. III. | Skilled. | 60-5-130. |
| 129. | Moulder Gr. II. | Skilled. | 80-5-100-6-160. |
| 130. | Moulder Gr. I. | Highly Skilled. | 100-5-125-6-155-6-185. |
| 131. | Maistry (Foundary) | Highly Skilled. | 100-5-125-6-155-6-185. |
| 132. | Welder Gr. III. | Skilled. | 60-5-130. |
| 133. | Welder Gr. II. | Skilled. | 80-5-100-6-160. |
| 134. | Welder Gr. I. | Highly Skilled. | 100-5-125-6-155-6-185. |
| 135. | Tinker. | Skilled. | 60-5-135. |
| 136. | Coppersmith. | Skilled. | 80-5-100-6-160.*/- |

| (1) | (2) | (3) | (4) |
|------|--------------------------------------|---|--------------------------------------|
| 137. | Tinker Gr.I. | Highly Skilled. | 100-5-125-6-185. |
| 138. | Mechanic Gr.II. | Skilled. | 80-5-100-6-160. |
| 139. | Mechanic Gr.I. | Highly Skilled. | 100-5-125-6-185. |
| 140. | Cleaner. | Unskilled. | 40-2-60. |
| 141. | Server-cum-Grinder. | Unskilled. | 40-2-60. |
| 142. | Cook Gr.II. | Unskilled. | 40-2-60. |
| 143. | Cook Gr.I. | Unskilled. | 60-5-130. |
| 144. | Oiler and Cleaner. | Semiskilled. | 50-2-60-3-75. |
| 145. | Fetler. | Semiskilled. | 50-2-60-3-75. |
| 146. | Chuckler. | Skilled. | 60-5-130. |
| 147. | Driver, Electric Truck. | Skilled Work. | 60-5-130. |
| 148. | Driver, Electric Crane. | Operates the Crane. | 60-5-130. |
| 149. | Asst. Driver, Hydraulic Power House. | Incharge of Running Plant during 2nd Shift. | 80-5-100-6-160. |
| 150. | Sybang, Electric Crane. | supervises the posting of Crane Driver. | 80-5-100-6-160. |
| 151. | Driver, Hydraulic Power House. | Looks after Hydraulic Plant. | 100-5-125-6-185. |
| 152. | Electrician.Gr.III. | Skilled. | 60-5-130. |
| 153. | Electrician.Gr.II. | Skilled. | 80-5-100-6-160. |
| 154. | Meter Tester and Reader. | -do- | 80-5-100-6-160. |
| 155. | Electrician.Gr.I. | Highly Skilled. | 100-5-125-6-185. |
| 156. | Winder.Gr.III. | Skilled. | 60-5-130. |
| 157. | Winder.Gr.II. | Skilled. | 80-5-100-6-160. |
| 158. | Winder.Gr.I. | Highly Skilled. | 100-5/125-6-185. |
| 159. | Assistant Permanent Way Inspector. | Assists the Permanent Way Inspector. | 220-10-260-EB-15-300. |
| 160. | Permanent Way Inspector. | Incharge of Permanent Way Maintenance. | 400-25-500. |
| 161. | Fireman-Loco. | works to the Instruction of Loco Driver. | 70-3-88-EB-4-100. |
| 162. | Driver-Loco. | Operates Loco. | 100-5-125-6-155-EB-6-185. |
| 163. | Coupling Porter. | Assists Shunting Master in Shunting Operations. | 60-5/2-75. |
| 164. | Shunting Master. | Attends to shunting of Wagons. | 75-5-130. |
| 165. | Assistant Maistry (P.Way.) | Assists the P.Way Maistry. | 40-2-60. |
| 166. | Maistry(P.Way) | Incharge of particular section & Maintenance. | 50-2-60-3-75. |
| 167. | Head Maistry(P.Way) | Incharge of Particular Section & Maintenance. | 75-5-105. |
| 168. | Carpenter Boy. | Assists the Carpenter Permanent Way. | 40-2-60. |
| 169. | Fitter Body. | Assists the Fitter Permanent Way. | 40-2-60. |
| 170. | Trolleyman. | Pushing of Trolley. | 40-2-60. |
| 171. | Laskar. (Skin Diver) | Diving. | 70-105. |
| 172. | Sukhani:G r.II. | Incharge of the Wheel House. | 60-5-130. |
| 173. | Sukhani.Gr.I. | Looks after the Craft Anchor Wheel going up and Down. | 80-5-100-6-185. |
| 174. | Laskcar.Syrang. | supervises the work of the Deck Crew and attends to the maintenance of Dredger. | 100-5-125-6-185. |
| 175. | Fireman (Floating Craft).Gr.II. | Assists the Fireman (Floating Craft). | 50-2-60-3-75. |
| 176. | Oilman. | oiling engines. | 50-2-60-3-75. |
| 177. | Fireman(Floating Craft) Gr.I. | Incharge of boilers and supervises the work of Fireman. | 50-2-60-3-75. |

| (1) | (2) | (3) | (4) |
|------|--|---|---------------------------------|
| 178. | Steam Driver (Floating Craft) | ಇಂಜಿನಿಯರ್‌ಗಳ ಕಾರ್ಯ Attends to the Work in the Engine Room | 50-2-60 60-5-150. |
| 179. | Steam Driver. (Floating Craft) Grade-II. | Incharge of Engine Room of Dredgers and Tugs. | 120-5-180. |
| 180. | Steam Driver. (Floating Craft) Grade I. | -do- | 160-10-270. |
| 181. | Boy. | carries messages. | 40-2-60. |
| 182. | Topas. | attends Conwervency work on board the Dredger. | 40-2-60. |
| 183. | Winchman. | Operates the Winches on Dredgers. | 60-5-150. |
| 184. | Electrician. (Dredgers) | Incharge of Operation of all Electrical installation of the Dredgers. | 80-5-100-6-160. |
| 185. | Navigating Master. | navigates the Vessel. | 250-400. |
| 186. | Motor Driver (Floating Craft) Gr.II. | Assists the Motor Driver Grade-I. | 80-5-100-6-160. |
| 187. | Motor Driver (Floating Craft) Grade I. | Incharge of Running & Maintenance of Engine Room. | 120-5-180. |
| 188. | Junior Signalman. | Assists the Senior signalman. | 70-3-85. |
| 189. | Senior Signalman. | Receives and Transmits all Signals. | 85-5-100. |
| 190. | Signal Boatswain. | incharge of the Signal Station. | 125-6-155. |
| 191. | Assistant Light House Keeper. | Attends to the Main- tenance of Light and collect the Visitor's Money. | 125-5-155. |
| 192. | Head Light House Keeper. | Incharge of the Light House. | 155-6-185-8-225. |
| 193. | Fireman.(Fire- Service): | General Fire Service & Duties. | 50-2-60. |
| 194. | Leading Fireman. | Incharge of Pump Crew. | 85-5-130. |
| 195. | Fireman Driver. | Operates the FireService Vehickes and Pumps. | 85-4-125-5-130. |
| 196. | Sign Writer. | Attends to the letter painting work. | 60-3-81-4-125.-5-130. |
| 197. | Telephone Message Operator. | Receives and Transmits messages relating to the Fire Service Station. | 60-3--81-4-125-5-130. |
| 198. | Sub-Officer. | Incharge of Station Maintenance. | 130-6-160-10-180. |
| 199. | Port Fire & Asst. Saftey Officer. | He is in Executive Charge of the Port Fire Station. | 200-25-400. |
| 200. | Lascar.Gr.II. | Unskilbed Work | 40-2-60. |
| 201. | Caulker. | Caulking work | 40-2-60. |
| 202. | Carpenter. Gr.IV. | Attends to maintanen- ce work in Craft. | 40-2-60. |
| 203. | Lascar (Gr.I.) | carries out minor Blacksmith work. | 50-2-60-3-75. |
| 204. | Gunner. | Assists the Marine Foreman. | 100-5-125-6-185. |
| 205. | Marine Foreman. | Incharge of Buoy Yard. | 260-15-440-20-500. |
| 206. | Bhandary. | Attends cooking on board the Tug. | 60-3-75. |
| 207. | Syrang. | Handles the Tug and maingain the Log Book. | 100-5-125-6-185. |
| 208. | Tug Master.Gr.II. | Handling of Tug while on duty. | 300-20-400. */- |

| (1) | (2) | (3) | (4) |
|------|--|---|---|
| 209. | Tug Master-Gr. I. | Handling of Tug. | 300-20-400. |
| 210. | Store-Keeper(Medical). | Assist the Senior Store Keeper. | 80-220. |
| 211. | Senior Store Keeper. | Incharge of the Medical Surgical Store. | 150-7-185-8-225. |
| 212. | First Aider. | Renders first Aid and Attends to Casualty. | 45-5-65. |
| 213. | Driver-Ambulance. | Operates Ambulance Vehicles. | 60-5-150. |
| 214. | First Aid Supdt. | In executive charge of First Aid Service. | 200-25-400. |
| 215. | Launderer. | Washing. | 40-2-60. |
| 216. | Ward Orderly. | Orderly work. | 40-2-60. |
| 217. | Dressing Orderly. | Orderly work in Dispensing. | 40-2-60. |
| 218. | Dresser. | Dressing Work. | 50-2-60-3-75. |
| 219. | Theatre Dresser. | Maintenance of Surgical Instruments. | 50-2-60-3-75. |
| 220. | Dark Assistant. | Develop X-Ray Photo in Dark Room | 75-5-125. |
| 221. | Pharmacist. | Coumpounding. | 100-185. |
| 222. | Radio Grapher. | X-Ray Work. | 130-5-180. |
| 223. | Health Visitor. | Domiciliary, maternity, Child Welfare work. | 100-5-125-6-155-EB-6-185. |
| 224. | Nurse. | Nursing. | 150-10-250. |
| 225. | Assistant Surgeon. | Professional. | 260-15-440-20-500. |
| 226. | Stationary Attender | Receives and distributes stationary and printed Forms. | 60-5-150. |
| 227. | Stenographer attached to the Chairman. | Steno graphic work. | 160-10-300. |
| 228. | Board's Clerk. | Incharge of Clerical Work of the Board. | 160-10-300. |
| 229. | Telephone Operator. | Operates the Telephone Switch Board. | 100-5-150-6-180. |
| 230. | Statistical Asst. | Incharge of Statistical Section. | 250-15-350. |
| 231. | Sorter. | Sorting of Packages in the Shed and on the Wharf and according to the shipping marks. | 60-135. |
| 232. | Junior Clerks (Porterage). | Clerical work. | 60-5-150. |
| 233. | Labour Supervisors. | Supervises the work of labour working at the quay or in the Sheds. | In this case we suggest two grades. Junior.100-185. Senior.120-220. |
| 234. | Assistant Shed Master. | Supervision of work on Quay. | 16-220. |
| 235. | Shed Master. | Incharge of Transit Shed. | 200-15-320. |
| 236. | Section Supdt. | Incharge of a Skim Section. | 260-15-440-20-400. |
| 237. | Lighterman. | Unskilled work | 40-2-60. |
| 238. | Loading Maistry. | Assists the Gunner. | 60-130. |
| 239. | Gear Supplier. | Issues Gear to Mazdoor. | 60-130. |
| 240. | Sweeper. | Sweeping. | 40-2-60. |
| 241. | Stitcher. | Stitching. | 40-2-60. |
| 242. | Lamp Trimmer. | Cleaning and Oiling Lamps and also accounting for them. | 40-2-60. |
| 243. | Appraisement Ticket Issuer. | Traces Packages for appraisement. | 60-5-130. |
| 244. | Water-Supplier. | Notes the reading of the Water Meters and obtain Vouchers. | 60-5-130. |
| 245. | Piece-Rate Checking Clerk. | Preparation of Tally Sheets and checking. | 60-5-130. */- |

| (1) | (2) | (3) | (4) |
|------|---------------------------|---|-------------|
| 246. | Assistant Delivery Clerk. | Attends to the Delivery of Cargo in the Sheds and Quays. | 60-5-130. |
| 247. | Section Clerk. | Attends to the Telephone on the Section and issue Placing and Removal for Railway wagons. | 60-5-130. |
| 248. | Godown Keeper. | Incharge of Godown or Transit Sheds. | 60-5-130. |
| 249. | Pilotman. | Attends to receipt and Despatch of Trains from and to RPM.Yard. | 60-5-130. |
| 250. | Tally Checkers. | Maintains Tally of Cargo landed at Quays. | 60-5-130. |
| 251. | Seal Checker. | Notes down the condition of seal and seal the cards of wagon. | 60-5-130. |
| 252. | Number Taker. | Notes down the painted number of the wagons. | 60-5-130. |
| 253. | Assistant Yard Master. | Responsibility for quick turn-round of wagon. | 160-220. |
| 254. | Yard Master. | Assist the Section Supdt. | 200-15-320. |
| 255. | Cashier(Railway). | Acceptance of Cash towards Railway Freight charges- | 250-15-400. |
| 256. | Goods Supervisor. | Incharge of the Commercial Section of the Railway Section. | 260-15-350. |

A.S.K. Iyengar
26.6

(A.S.K.IYENGAR)
President

Bns.

(C.Ramachandran)
General Secretary

7 JUL 1959

MADRAS PORT UNITED LABOUR UNION

REGD. NO. 1680

ent :

I. S. K. IYENGAR M.A. MEMBER. BOARD OF TRUSTEES. MADRAS PORT.

resident :

K. T. K. THANGAMANI, M.A., BAR-AT-LAW., M. P.

Secretary :

C. RAMACHANDRAN *Gen. No. PU/MPU-Gen(S)/2/59*

Madras-1. 8-7-1959

The General Secretary.
AITUC.
4. Ashoka Road,
Delhi.

Dear Comrade,

Herewith sent is the Memorandum submitted by our Union to the Committee for Categorization and Classification of Employees in Major Port.

Yours truly,

A.S.K. Iyengar
3-7
(A.S.K. IYENGAR)
President

Encl.
Nos. 2/7.

17 JUL 1959

THE COCHIN PORT CARGO LABOUR UNION

(Reg: No. 176)

കൊച്ചിൻ പോർട്ട് കാർഗോ ലേബർ യൂണിയൻ (റജി: നമ്പ് 176)

Ref:

15th July 1959

The Secretary,
All India Trade Union Congress,
4- Ashok Road, New Delhi.

Dear Comrade,

With reference to your post card dated 2-7-59 we have to state that we have not uptill now recieved a copy of the finalised Cochin Dock Workers (Regulation of Employment) Scheme, 1959 and request you to kindly arrange to send us one at your earliest convenience.

We had already submitted our objections and suggestions to the draft Scheme, the copy of which is enclosed herewith for your information. We were not able to compare the draft Scheme with the finalised Scheme and hence are not in a position to comment on the same.

We will be sending you our comments on the finalised Scheme as soon as we recieve the copy of the finalised Scheme.

Thanking you,

Yours Fraternally

(T.M. Aboo)

GENERAL SECRETARY
THE COCHIN PORT CARGO LABOUR UNION
(REG: 176)
COCHIN.

OBJECTIONS & SUGGESTIONS ON THE DRAFT
COCHIN DOCK WORKERS' (REGULATION OF
EMPLOYMENT) SCHEME, 1958.

Clause 4-7 (g): (1)

We take strong objections to this clause as the continued existence and the fate of each non-official Member on the board is seriously threatened as it depends upon the whims and fancies of the chairman. This is a violation of all democratic procedure and would result in regimentation of Trade Unions. This is against the very spirit of the Mainland Tripartite Conference.

Clause 9 (n) & (o): (2)

These should be deleted for the reason that it conflict with the Mainland Tripartite Decisions.

A mere Declaration of "Go Slow" followed by a Declaration of a State of Emergency and vesting the Chairman with stringent disciplinary action without at the same time giving the workers and their trade unions the right to challenge the Declaration of a 'Go Slow' or 'State of Emergency' in a court of law or before any impartial tribunal would be denying workers the most elementary rights. This would be placing workers' rights eternally at the mercy of the vagaries of officialdom.

'Go Slow' and 'State of Emergency' must in their very nature be based on objective facts. Any executive Action must needs be justiciable. The right of appeal to a duly constituted appeals Tribunal should not be denied.

Clause 15-1 (d): (3)

This should be deleted.

Otherwise the employers will from one or two or as many pools as they like and go on exchanging their Monthly Registered workers, in the result that the mass of the workers in the reserve pool will go without employment. Hence the very concept of group of employers goes against the very spirit of the decasualisation Scheme. This should therefore be scrapped.

Clause 16 (2): (4)

Add the following after (d) (e) Tally Clerks'

Clause 24. (5)

Service Records: Add at the end of this clause the following.

At the end of every year the service records containing disciplinary action taken shall be wiped out and the workers shall start with a clear slate.

Clause 28: (6)

Delete the expression 'Group Of Employers' Occuring in this clause.

Clause 32: (7)

Attendance allowance- Attendance Allowance shall be at the rate of Rs 2/- per day. Please make the necessary amendment to this effect.

Clause 35 (a): (8) Disappointment Money: Amend the last sentence

to read as follows:

A worker detained for 2 hours and more shall be paid full time wage inclusive of D.A.

Clause 35(a): (9)

Add a New Sub-Clause thus:

off Day Wage: Every Worker shall be entitled to a day's off in a week and off day wage shall be the same as the daily time rate wages fixed for the category.

Clause 45 : (10)

Disciplinary action: Clause 45 (39) (b): must be amended to read "where a worker has been suspended by an order under item (a) he shall be paid for each day of suspension a subsistence allowance equivalent to half the daily wage including D.A.

Enquiry: It is an elementary principle of jurisprudence that a proper enquiry be conducted and that the accused charged with an offence is given an opportunity to defend himself. A regular charge sheet or show cause notice should be served on the worker and then an enquiry must follow. This provision is not specifically made and therefore should find a place under clause.45.

So, the following sub-clause may be added to read as:

Clause 45- ~~Disciplinary~~ Disciplinary procedure:

" (9) A proper Enquiry shall be conducted after a show cause Notice is served on the worker charged with an offence and he be given an opportunity to defend himself either with the help of a Representative of a Registered Trade Union of which he is a Member or by a Registered Dock Worker".

Clause 46: (11)

Sub-clause (5) cloathing the chairman with powers that cannot be questioned in a Court of law or Tribunal goes against the very gain of ~~Democracy~~ Democracy.

We are of emphatic opinion that the right of appeal against any colorable exercise of powers, must lie with a special Tribunal. Whilst we have no hesitation in stating categorically that any wilful or deliberate attempt at "Go Slow", may open a worker to disciplinary action, due protection of the worker against the caprices of the Chief Executive Authority, the Chairman, must be afforded by way of an appeal.

Clause 48: (12)

Delete the whole of this Clause and substitute by the following:

" Appeals to appeal Tribunal:

(1) If a Registered Dock worker who is available for work is aggrieved by any order under which he-

(a) is not entitled to any payment under Clause

may he may, within fourteen clear days of the date of the order, or, as the case may be, of the date of the notice terminating his employment, prefer an appeal in writing to the appeal Tribunal:

Provided that the appeal Tribunal may, for reasons to be recorded admit preferred after the expiry of fourteen days:

Provided further, that ~~xxxxxxxx~~ no such appeal shall lie where due notice has been given of the removal of the registered dock worker from the register or record in accordance with the instructions of the board, if the ground of removal is that the registered dock worker falls within a class or description of Dock workers whose names are to be removed from the register or record in order to reduce the size thereof:

Provided further, that an appeal shall lie where the registered dock worker alleges that he does not belong to the class or description of dock workers referred to in the preceding proviso.

(2) The appeal Tribunal shall, as soon as practicable, hear and decide the appeal and if the appeal is allowed, it shall have power to order that the appellants shall be entitled to receive any payment or any part thereof which may be held to be due to him under Clause 34 or that he shall be grouped in accordance with the decision of the Tribunal from such date as it may fix or that his name shall be restored in ~~xxxx~~ the registrar record as from such date as it may fix. The appeal Tribunal shall also have the power to vary, modify or alter imposed or to impose a more severe penalty.

(3) An appellant shall not be entitled to be represented by a legal practitioner before the appeal Tribunal, but he shall be entitled to be represented by a representative of the registered Trade Union of which he is a member or by registered Dock Worker.

(4) The Decision of a majority of an appeal Tribunal shall be the decision of the tribunal and shall be final and conclusive. Such decision shall be forthwith given effect to by the board and the Administrative Body.

Clause 51: (13)

Clause 51: Delete Clause 51, as it is obnoxious to the principle of democratic procedure.

Schedule: (14)

At the bottom of the Schedule and the following:

(e) Tally Clerks.

27 JUL 1959

The Vizagapatam Harbour & Port Workers' Union,

Harbour Approach Road, VISAKHAPATNAM-I.

Our Ref No SAN.T.H.I.-13/59

Date 21--7--1959

To

The Port Administrative Officer,
Vizagapatam Port, Vizagapatam.

Dear Sir,

In accordance with the provisions contained in sub-section (1) of section 22 of the Industrial Disputes Act 1947 and the resolution of the General Body of the Union held on 20-7-59 I hereby give you notice that I propose to call a strike after fourteen days from today for the reasons explained in the annexe.

Yours faithfully,



General Secretary,
Vizagapatam Harbour and
Port Workers' Union.

ANNEXE.

It is witnessed in the recent months the port administration has resorted to dismissals and suspensions on flimsy and baseless allegations. In redressing the grievances of the workmen the administration is showing callous indifference. They refused to implement the CODE of Discipline and Grievance Procedure adopted by the 15th & 16th Indian Labour Conferences. They have victimised Nakka Pydiah and refused to reinstate him and his appeal is kept pending for the last more than a month. This resulted in Shri Laxmipathi resorting to hunger strike since 15th, last. Shri Laxmipathi was refused permission to use the latrine in and water from the I.O.W. Office. Even on the sixth day of his fast and even on humanitarian consideration the administration has not so far sent their medical officer to find out his condition.

P.T.O.

Under the circumstances the union is compelled to decide to call for a strike for the redressal of the following demands.

DEMANDS.

1. Shri Nakka Pydiah should be reinstated immediately which would pave the way for Laxmipathi giving up the fast.
2. No worker should be kept under suspension for more than a week.
3. The enquiries in the cases of watchmen who are on suspension for months together should be completed at an early date and the officer responsible for the delay should be reprimanded.
4. All the workers who were locked-out on the after noon on 16- 6-59 should be given muster.
5. The demands contained in the Conciliation proceedings and which were agreed to should be implemented immediately.
6. The demands Nos. 4, 5, 6, 8, 9, 11, 12, 13, 14, 15, 19, 21, 26, 29, 30, 31, 34, 39, and 40 of the conciliation proceedings should be conceded immediately.

+++++

Copy to Conciliation Officer (Central) Vizagapatam. 1

" Regional Labour Commissioner, Madras.

" Chief Labour Commissioner, New Delhi.

" Secretary to Govt. of India, Ministry of Labour, New Delhi.

" Secretary to Govt. of India, Ministry of Transport & Communications, Transport Wing, New Delhi.

" Shri S.A. Dange, General Secretary, A.I.T.U.C. New Delhi.

13 AUG 1959

The Vizagapatam Harbour & Port Workers' Union,

Harbour Approach Road, VISAKHAPATNAM-1.

Our Ref No. SAN:THI-14/59

287

Date 10--8--19 59.

To

The Port Administrative Officer,
Vizagapatam Port, Vizagapatam.

Dear Sir,

Ref:- Our Strike Notice in No. San. Thi-13/59.
dt. 21--7-1959.

On learning that the Port Administrative Officer, Vizagapatam Port, has on appeal preferred by Sri Nakka Pydiah, Mate, Enng. Dept. of the Port, remitted the case to the Superintending Engineer, Vizagapatam Port, for dealing with it as directed in the order of the Port Administrative Officer, the General Body of the Union which met on 3-8-59 under the Presidency of Sri M.V. Bhadram has decided to postpone the strike, (notice of which was given in the letter under reference) till the action of the Superintending Engineer is known.

Delay in communicating this decision is deeply regretted.

Yours faithfully,

M. V. Bhadram
General Secretary,
Vizagapatam Harbour and
Port Workers' Union.

MBS.
10/8.
Enc:

Copy Communicated to:-

- 1." Conciliation Officer (Central)
Vizagapatam-4.
- 2." Regional Labour Commissioner, Madras.
- 3." Chief Labour Commissioner, New Delhi.
- 4." Secretary, Govt. of India,
Ministry of Labour & Employment, New Delhi.
- 5." Secretary, Govt. of India,
Ministry of Transport & Communications, New Delhi.
- 6." Sri S.A. Dange, General Secretary, A.I.T.U.C. New Delhi.

25 AUG

THE COCHIN PORT CARGO LABOUR UNION

(Reg: No. 176)

കൊച്ചിൻ പോർട്ട് കാർഗോ ലേബർ യൂണിയൻ (റജി: നമ്പ്ര° 176)

Ref:

287

22nd August 1959

The Manager,
M/S South India Corporation, Ltd.
Willingdon Island.

Dear Sir,


This is with reference to the agreement reached between ourselves and the representatives of M/S S.I.C viz Sri.S. Pattoo Iyyer and Sri Lakshmana Chettiar before the Administrative Officer(Port of Cochin), Willingdon Island regarding allotment of work to the registered workmen in the food handling work. It was agreed on yesterday as suggested by the Administrative Officer that the existing practice will be replaced with effect from today by following the basis of registered gangs under Portage Section ie 43 gangs of 15 men each will be sent for work in strict rotation. It was also agreed that ~~the~~ each worker in the gang if he is present for work, will be assured of his rotational work.

Today, it has been reported here, that you did not send our members for work who belonged to gangs nos 1 to 10 but only sent members belonging to other unions. This action on your part is a gross violation of the agreement reached in good faith and hence illegal, unfair and unjustified also. This is more a violation of the Code of Discipline enunciated at the Nainital Tripartite Conference.

Moreover we have to remind you that on the previous two days our members were forcibly kept out of work in connivance with other unions and the above agreement was the result of the discussion that followed the dispute.

We therefore request you to immediately rectify the wrongful act by sending our men for work in strict rotation and also by paying adequate compensation for the loss of work as otherwise we would be constrained to resort to direct action in front of your office any time we choose and which will only be justified under the circumstances which please note.

Awaiting your urgent reply,
Yours faithfully


GENERAL SECRETARY,
THE COCHIN PORT CARGO LABOUR UNION

27 AUG 1959

THE VIZAGAPATAM HARBOUR & PORT WORKERS' UNION.

Tele: No. 51.

Grams: 'LABANHANS'

Vizagapatam.

D/25/8/59.

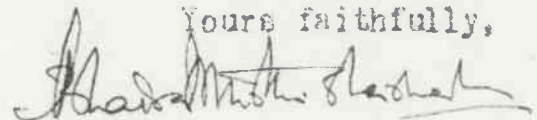
To

The General Secretary,
All India Trade Union Congress,
No.4 Asoka Road, NEW DELHI

Dear Sir,

It may kindly be noted that a Telephone with No. 51 has been installed in our Union Office on 19-8-1959.

Yours faithfully,



General Secretary,
Vizagapatam Harbour and

30 OCT 1958

CONTRACT LABOUR RE-INTRODUCED --

STRANGE DEAL BY CALCUTTA PORT AUTHORITIES

CALCUTTA, OCTOBER 29: Surprise is expressed in Calcutta's labour circles at the Calcutta Port Commissioner handing over the contract for unloading goods at Haldia dockyard to the British-owned Bird Company.

Haldia is an additional dockyard for Calcutta Port. It is meant for the use of the big ocean-going vessels which because of the shallow depth of Hooghly river cannot come upto Calcutta. It is due to open on November 2, and for the present, will handle only food imports.

What has surprised the trade union bodies is that while the Government's declared all-India policy is to abolish contract labour among dock-workers, the Calcutta Port authorities have reversed this policy in the case of Haldia. It is reported that the Calcutta Port Commissioner was supposed to undertake the charge of unloading goods at Haldia. But curiously enough, this question was dropped by the Chairman out of the agenda of the Dock Labour Board meeting. At the same time, no tender was called before the contract was signed secretly with the Bird Company.

Uptil 1948, the Bird Company had practically a monopoly of contract labour at the Calcutta Port. Under this arrangement, the Company used to collect coolie labour through the Sardars. This system could be changed after years of struggle by the dock workers, and the workers could get recognition as employees of the Government.

As a result of the present secret agreement, the hope that the skilled workers in Calcutta would be able to press the bosses to reduce the work-load on them, has been completely shattered. --(IPA)--

THE COCHIN PORT CARGO LABOUR UNION

(Reg: No. 176)

കൊച്ചിൻ പോർട്ട് കാർഗോ ലേബർ യൂണിയൻ (റജി: നമ്പ് 176)

Ref:.....

10.....10.....1959

1. The Port Administrative Officer, Willingdon Island.
2. The District Collector, Ernakulam.
3. The District Superintendent Of Police, Ernakulam.
4. The Chief Insepctor Of Customs, Willingdon Island.
5. The Conciliation Officer, (C) Ernakulam.

Sir,

This we write to draw your urgent attention to the following serious Incidents ocured on 9.10.59, resulted in sending out 6 Watchmen from steamer under pressure of a lighting strike staged by members of C.T.T.U.

The Watchmen vis. P.K.Kunjava, P.A.Sainuddin and T.A.Hansa belonging to this Union were sent on board the steamer " Glen Buchanan " in the morning by T.S.Ali, the Watchman contractor But at 8.30 A.M. the stevadore workers struk work demanding that watchman vis. P.K.Kunjava, and P.A.Sainuddin should be sent out and consequently the Watchman were sent out. At 11-30 A.M. the workers again threatened that they would again strike if the remaining watchmen vis. T.A.Hansa is not sent out and in the same of the strike throat he was also sent out.

V.M.Kunjava and A.Ebrahim watchmen belonging to this Union were sent on board the Steamer " B.IPEMRA " by watchman contractor A.Ahamed Kutty at 6 p.m. The Stevedore workers belonging to C.T.T.U struk work and demanded that these watchman should be sent out from the steamer and they were also sent out at 7-30 p.m.

There was no provocation from the side of the watchman expecting that they belonged to this Union. The workers who went on strike were telling that they have got Instructions from their Union that workers belonging to Cochin Port Gargo Labour Union should not be allowed to work on board the steamer They were conducting the strike illegally on an illegal demand.

This Incidents raise a number of serious questions affecting the right of worker for his work, the right to join a Union of his choice etc.

THE COCHIN PORT CARGO LABOUR UNION

(Reg: No. 176)

കൊച്ചിൻ പോർട്ട് കാർഗോ ലേബർ യൂണിയൻ (റജി: നമ്പ് 176)

Ref:

- 2 -

..... 195 .

Our Union and all its members view the above incidents as very serious and request you to immediately pay your attention to this ugly developments and take the necessary steps to guarantee the freedom and liberty of the worker to go and attend his work place without intimidation, coercion etc. as has happened on yesterday. This is a deliberate challenge against the law of the land and also a gross violation of the code of Discipline agreed upon at the Final Tripartite Conference.

We once again request you to the needfull without any delay.

Thanking you and awaiting your reply at your earliest.

Yours faithfully

(S)

Copies to :-

T.S.Ali, Watchman contractor.

A.Ahamed Kutty, Watchman contractor.

True Copy.

October 28, 1959

The General Secretary,
Bergal Provincial Trade-union Congress,
249, Bowbazar Street,
Calcutta-12.

Dear brother Gupta,

You might have known by this time that we have started work in the seamen's field slowly and gradually since last one month. In the meanwhile the National Union of Seamen of India (I.C.F.T.U.) had staged a token strike on 15th October 1959 and has given a call for general strike from 1st November 1959 on the basis of certain demands of seamen.

Whether they will actually go on with the general strike or not but as the call is based on certain genuine grievances of seamen, we have given our open support to that. A leaflet issued in this connection is attached herewith for your perusal. The undersigned will meet you within a day or two and explain you the full situation. We will, however, be intimating you from now on, the development which will take place from time to time in the seamen's field.

We hope that the B.P.T.U.C. will do its best to help us to get out of this crisis, which we are facing for the last two years.

With brotherly greetings,

Yours fraternally,
For ALL-INDIA SEAMEN'S FEDERATION,

Sd/- M.A. Sayeed.

THE COCHIN PORT CARGO LABOUR UNION

(Reg: No. 176)

കൊച്ചിൻ പോർട്ട് കാർഗോ ലേബർ യൂണിയൻ (റജി: നമ്പ് 176)

Ref:.....

5th October 1959 .

The Regional Labour Commissioner (Central)
Vepari, Madras-7.

Dear Sir,

We write this to draw your urgent and serious attention to the following involving gross violation of the Code of Discipline:

M/s. South India Corporation has denied employment to their workmen who are members of this Union since 21-9-59 without any cause or reason. The matter was once or twice taken up for discussion with the help ~~xxxx~~ of the Administrative Officer, and it was agreed by all that the Port system of employment would be introduced immediately. But after M/s. S.I.C has not cared to implement the agreement thus deliberately violating the cl.III (a) & (b) of the code part 3. Moreover they arbitrarily introduced a system by which the workers are made to loose their legitimate share of work. This is violation of cl.I of the Code, Part.I.

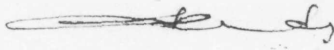
By the above action of the management of M/s S.I.C the workers have become agitated and they are thinking of some drastic actions to get their grievances redressed. We hence request to kindly Intervene and settle the matter amicably as otherwise matters may become worse.

Thanking you,

Copies to:-

The Conciliation Officer (C)
Ernakulam.
The Administrative Officer,
Willingdon Island.

Yours faithfully


GENERAL SECRETARY
THE COCHIN PORT CARGO LABOUR UNION
(REGD: 176)
COCHIN.

14 DEC 1959

True Copy.

October 28, 1959

The General Secretary,
Bergal Provincial Trade-union Congress,
249, Bowbazar Street,
Calcutta-12.

Dear brother Gupta,

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With brotherly greetings,

Yours fraternally,
For ALL-INDIA SEAMEN'S FEDERATION,

Sd/- M.A. Sayeed.

10
[7 NOV 1959

PHONE : 55729.

THE MADRAS HARBOUR WORKERS' UNION

FOUNDED IN 1946 - REGISTRATION No. 429

(AFFILIATED WITH A.I.T.U.C. & W.F.T.U.)

President:

M. RAMASWAMY

Vice-Presidents:

KALYANI KUMARAMANGALAM, M.A.

MEMBER, MADRAS DOCK-LABOUR BOARD

T. R. GANESAN, B.E.

S. NAGIAH

General Secretary:

A. S. K. IYENGAR, M.A.

MEMBER, MADRAS DOCK-LABOUR BOARD &
MEMBER, DOCK-WORKERS' ADVISORY COMMITTEE

Secretaries:

S. Thangasami

M. Poraikalam

K. R. Ramaswami

B. N. Sreeramulu

The Hon'ble Shri P. Subbarayan,
Minister for Transport,
Government of India,
New Delhi.

.....(1)

The Hon'ble Shri Gulzarilal Nanda,
Minister for Labour,
Government of India,
New Delhi.

.....(2)

The Chief Labour Commissioner (C),
Government of India,
~~Ministry~~ New Delhi.

.....(3)

Dear Sir,

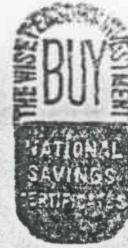
Sub: M.D.L.B.-Allocation of Seats
for Labour Representatives-
Demand of the Madras Harbour
Workers' Union.

WE wish to bring to your kind notice the fact that
the Madras Dock Labour Board was last constituted by S.R.O.
2375 dated 23 rd October 1956.

Two of the Four Seats intended for representatives
of Dock Workers were given to this Union. The other two
Seats were distributed between "The Binny Employees' Union,
Madras" and the "Madras Port and Dock Workers' Union, Madras."

We have been agitating for quite some time, the
injustice in denying proper representation to the "MADRAS
HARBOUR WORKERS' UNION." In fact, the Madras Harbour
Workers' Union is the only representative of all the Dock
Workers in this Port. By efflux of time, namely three years
a new Board has to be constituted. We claim all the four
seats intended for representatives of Dock Workers, by strength
of the Membership of this Union (Audited Figures are given
below):-

C-3



287

INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No. 1884

Received here at _____

8-35

O HG MADRAS 14 70 AITUCONG DELHI

..... HEARTY CONGRATULATIONS ON YOUR BIRTHDAY

OF INDIA REQUEST YOU TO SETTLE THROUGH TALKS THE INDIA A CHINA BORDER ISSUE ST

PRAY DO NOT ALLOW JINGOISTS TO HUSTLE YOU AWAY FROM YOUR PATH OF WORLD

PEACE AND ASIAN SOLIDARITY AGAINST IMPERIALISM STOP MAY YOU LIVE LONG FOR

INDIAS GLORY AND ASIAN PEACE AND PROSPERITY STOP A S K IYENGER MADRAS

HARBOUR WORKERS UNION MADRAS PORT UNITED LABOUR UNION

CPD AT 17/-

The sequence of entries at the beginning of this telegram is—class of telegram, time handed in, serial number (in the case of foreign telegrams only), office of origin, date, service instructions (if any) and number of words.

This form must accompany any enquiry respecting this telegram:

MGIPPAh.—1271—28-1-58—1,13,350 Bk.

Vertical text on the right side: MEA DELHI, VTT INDIA LUNDS, "VI LUNDS"



INSOA INFORMATION BULLETIN

Issued by the
INDIAN NATIONAL STEAMSHIP OWNERS' ASSOCIATION
Scindia House, Ballard Estate, Bombay

VOL.XI. No. 41

287

November 26, 1959

HOPE FOR EARLY "REGULARIZATION" OF INDIA'S POSITION WITH REGARD TO IMCO

A resolution expressing the hope that India's position with regard to the Intergovernmental Maritime Consultative Organisation (IMCO) will be "regularized" in IMCO at an early date has been approved by the Legal Committee of the UN General Assembly.

The vote was 65 to one (Peru), with one abstention (the United States). The resolution adopted was a 16-nation draft, whose sponsors included India herself.

In summary, the issue before the Committee concerned India's voting rights in IMCO. The matter arose last January, when India submitted for deposit with Secretary-General Dag Hammarskjöld in acceptance of the IMCO Convention subject to what the Indian Government termed a "condition". This stated India's right to adopt any measures aimed solely at promoting the development of her own national shipping and maritime industries.

The Secretary-General, considering that this might involve a "reservation," suggested to the Secretariat of the Maritime Organization that the matter be placed before the IMCO Assembly, then in session, "for decision".

This was done, and on 13 January the IMCO Assembly approved a resolution asking the UN Secretary-General to circulate the Indian document to IMCO members and resolving that until these governments had expressed their views India should participate in the proceedings of the Assembly without vote.

Mr. Hammarskjöld complied with the request in February, in a circular note in which he asked the recipient governments to inform him of their views as soon as possible and added that if he received "no objection" to the Indian declaration, India would be listed as a party to the IMCO Convention.

Some governments replied that the Indian declaration required no comment, or that they had no objection to it. However, both France and the Federal Republic of Germany expressed opposition in varying terms.

Meanwhile, India's permanent representative to the UN, Mr. C.S. Jha, wrote to the Secretary-General saying that his Government could not believe it could be Mr. Hammarskjöld's intention to introduce the rule of unanimity in this connection. He asked, therefore, that the Secretary-General list India as a member of IMCO.

In reply, the Secretary-General explained that he was following previous practice--recognised by the General Assembly--with regard to reservations to multilateral conventions. Therefore, he said, as long as objection existed to the terms of India's acceptance of the IMCO Convention, and until the IMCO resolution was modified by a new decision taken by a competent IMCO organ, he

P.T.O.

was unable to settle the question in India's favour. In acting in this way, he added, he was reserving to IMCO its right to pass on the legal status of the Indian acceptance.

The Indian Government brought the matter to the attention of the UN General Assembly with a request that the Assembly consider the question of "reservations to multilateral conventions, the convention on the Inter-Governmental Maritime Consultative Organisation."

Accompanying the request was an explanatory memorandum in which the Government said it found no decision of the Assembly which would "authorize the application of the unanimity rule in regard to multilateral conventions concluded under the auspices of the United Nations." It asked the Assembly to "pronounce itself clearly on the principles and procedure to be followed by the Secretary-General in the discharging of his functions as a depositary of instruments of ratification, accession or acceptance of conventions... with particular reference to the convention on IMCO."

The resolution adopted in the Legal Committee voices the hope that "an appropriate solution to regularize the position of India may be reached in IMCO at an early date."

This hope is expressed, it says, in the light of the "explanation" made to the Committee by the representative of India, to the effect that the Indian declaration, in its acceptance of the IMCO Convention, was "a declaration of policy, and does not constitute a reservation."

The Indian representative, Mr. G.S. Pathak, made his statement as the Legal Committee began consideration of the matter, on 19 October.

During the debate, a number of speakers expressed the view that the issue should be left to IMCO, and should not be the subject of a specific United Nations recommendation.

When Mr. Pathak introduced the 16-nation resolution as a "practical solution", he noted that all speakers in the debate had wished to see India become a full member of IMCO. He added: "A very large majority, if not all of the members of the Committee, are accepting the view that the Indian declaration was a statement of policy and did not constitute a reservation."

Among the 16 sponsors of the resolution was France, one of the two countries to have expressed opposition to the Indian declaration prior to hearing the full explanation given in the Committee. French representative Claude Chayet told the Committee he was "particularly happy" to have been able to suggest to India that "we table together" a resolution which, he felt, would resolve a problem that "could have been controversial but, happily seems to be on the way to a solution."

Source: United Nations Weekly Newsletter.



INSOA INFORMATION BULLETIN

Issued by the
INDIAN NATIONAL STEAMSHIP OWNERS' ASSOCIATION
Scindia House, Ballard Estate, Bombay

VOL. XI No.39

November 24, 1959.

Merchant Navy Training Board

The Government of India have now constituted the Merchant Navy Training Board with the Minister of State in the Ministry of Transport and Communications as President, in accordance with the decision taken in August last to constitute such a Board to consider all matters pertaining to the training of Merchant Navy Officers, ratings and other seagoing personnel and to recommend from time to time all such measures as may be necessary for the building up of an adequate, efficient and devoted merchant navy personnel. The Director General of Shipping and Jt. Secretary to the Government of India, Ministry of Transport and Communications, Department of Transport, has been appointed Chairman of the Board and the Senior Deputy Director General of Shipping, Vice-Chairman. In addition, there are twenty Members.

Smt. Sumati Morarjee and Shri B.P. Singh Roy, represent the Indian National Steamship Owners' Association on the Board. Shri Vikramsinh S. Vallabhdass, Vice-President of the Indian National Steamship Owners' Association, has been elected as the representative of the Federation of Indian Chambers of Commerce on the Board.

The term of Office of the Members of the Board is two years with effect from . 29th October, 1959.

The following are the Members of the Board:

PRESIDENT

1. Minister of State in the Ministry of Transport and Communications

(P.T.O.)

CHAIRMAN

2. Director General of Shipping and Joint Secretary to the Government of India, Ministry of Transport and Communications, Department of Transport.

VICE-CHAIRMAN

3. Senior Deputy Director General of Shipping

MEMBERS

4. Deputy Secretary to the Government of India dealing with the training institutions in the Department of Transport, ex-officio
5. Deputy Financial Adviser, Department of ~~India~~, *Transport*, ex-officio
6. Nautical Adviser to the Government of India, ex-officio
7. Chief Surveyor with the Government of India, ex-officio
8. Principal, Nautical and Engineering College, Bombay ex-officio
9. Captain Superintendent, Training Ship "DUFFERIN", Bombay, ex-officio
10. Director, Marine Engineering Training, Calcutta, ex-officio
11. Shri R.J. Sampson, Captain Superintendent, T.S. "MEKHALA", Visakhapatnam, ex-officio
(Seniormost Captain Superintendent of the Ratings Training Establishments)
12. Shri G.K. Chandiramani, Joint Education Adviser (Technical) and Joint Secretary, Ministry of Scientific Research and Cultural Affairs, Representative of the Ministry of Scientific Research and Cultural Affairs
13. Shri N.H.G. Grant, Mackinnon Mackenzie & Co. Private Ltd., Ballard Estate, Bombay. Representative of the Port Trusts
14. Smt. Sumati Morarjee)
15. Shri B.P. Singh Roy) Representatives of the Indian National Steamship Owners' Association
16. Shri Vikramsinh S. Vallabhdass Representative of the Federation of Indian Chambers of Commerce & Industries.
17. Capt. W.H. Dalton Representative of Calcutta Liners Conference/Owners Agents Committee (Crews).

(More)

- | | |
|--------------------------|---|
| 18. Shri J.D. Randari, | Representative of the Maritime Union of India. |
| 19. Shri I.G. Desai, | Representative of Seamen |
| 20. Shri M.P. Bhargava, | Member of Parliament |
| 21. Shri M.K. Krishna, | Member of Parliament |
| 22. Name to be announced | Representative of the All- India Council of Technical Education |
| 23. - do - | Representative of the Naval Head-quarters. |

The Principal, Nautical & Engineering College, Bombay
will act as Member-Secretary.

Note: Details of the functions of the Board have been
given on page 5 of the August 1959 issue of
"Indian Shipping"

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INSOA INFORMATION BULLETIN

Issued by the
INDIAN NATIONAL STEAMSHIP OWNERS' ASSOCIATION
Scindia House, Ballard Estate, Bombay

VOL. XI, NO. 40

November 25, 1959.

BOMBAY DOCK LABOUR BOARD RECONSTITUTED

The Bombay Dock Labour Board, which was first constituted in 1951 to take measures to further the objectives of the Bombay Dock Workers (Regulation of Employment) Scheme, (known commonly as the decasualisation scheme) and was last reconstituted in 1956 for a period of three years, has now been reconstituted on the expiry of that term.

The Board, which is a tripartite body of representatives of Central Government, dock workers and employers of dock workers and shipping interests, is composed of 15 members. The term of office of the non-official members is three years.

Dr. N.P. Mehta who has represented the Indian National Steamship Owners' Association since the Board's inception continues to do so in the reconstituted Board.

The following are the members of the reconstituted Board:

Members representing the Central Government:

1. Sri V.T. Dehejia, I.C.S., Chairman, Bombay Port Trust, Bombay. (Chairman)
2. The Regional Labour Commissioner (Central), Bombay.
3. The Commissioner of Labour, Bombay
4. Deputy Chairman, Bombay Dock Labour Board.
5. Deputy Director General of Shipping, Bombay.

Members representing the Dock workers:

1. Shri S.R. Kulkarni)
 2. Sri M.G. Kotwal)
 3. Sri K.A. Khan)
 4. Shri K.R. Prabhudesai)
- Representatives of the Transport & Dock Workers' Union.
5. Sri H.N. Trivedi -- Representative of the Bombay Stevedores & Dock Labourers' Union:

Members representing the employers of dock workers and shipping companies:

1. Sri E.M. Cassinath)
 2. Shri S.C. Sheth)
 3. Shri D.A. Dhunjibhoy)
- Representatives of the Bombay Stevedores' Association Ltd.
4. Dr. N.P. Mehta -- Representative of the Indian National Steamship Owners' Association.
 5. Shri N.M. Mehta -- Representative of Karmahom Conference.

this hopes of seamen must be fulfilled by us.

We are all O.K. and hope you all are to be same.

With brotherly greetings,

Yours sincerely,

Sri N.L. Reddy, General Secy.,

Sd/- Sayeed.

United Seafarers' Federation, Bombay.

0

Sri Indrajit Gupta,

Dated: November 12, '59.

General Secretary,

Bengal Provincial Trade-union Congress,

249, Bowbazar St., Calcutta.

Dear brother Gupta,

In prusance of my previous letter to you I am to state that a few more developments have taken place in the seamen field in last two weeks.

The D.G., Shipping has intervened and thru' his intervention the Calcutta Liner's Conference (Crews) has agreed to convene a meeting of National Maritime Board on the 16-11-59 at Bombay. National Union of seamen as usual, has again shifted the date of general strike on the reasons stated above. A leaflet of NUSI ^{attached} with for your perusal.

It seems that all quarters concerned have been happy on hearing the news of our re-starting of work in the seamen field, after a complete absence for a period of about two years. But at the same time enquiries are coming from various sections as to what will be our policy in the seamen's movements and this now. Though there is no executive committee functioning, at the moment, and the main unions registration has probably been cancelled; sign boards of even one or two of our sectional unions have been of no trace, but still the policy of seamen's movement is very clear to both of us, because the policy was decided long ago in our old committee and there had been no reasons to change it.

Our primary task is to establish the leadership of trainee seamen in the seamen's movement, without which there cannot be any headway in the movement, nor there could be any solution in our everlasting problems. It is an agreed fact and we should always remember this while formulating the policies and tactical lines of the seamen's movement.

Now the question before us is how to organise the trainees - we had had never any base among them, except few scattered trainees seamen who came thru' the influence of the progressive movement in different parts of West Bengal. The number will be hardly twenty, 50% of these always remain as sea and balance 50% stays at the suburbs of Calcutta city and it is very much difficult to get them in regular work. There are also few seamen who are our supporter, now as we are not in the

(Page-3)

the field they are keeping themselves in neutral position. As soon as they come with us, they will have to face the gangsterism of National Union. So they will not come until and unless they see that we have ~~some~~ strength of general members of seamen behind us today. As such at the moment we have take to two tasks:-

1. To reorganise our old base among seamen.
2. To constantly try to have united front with FSU on the basis of programme in general or unity in actions from time to time on different issues and thus try to come in contact with general trainee seamen in the midst of movement and get hold of trainees cadres and organise them in Trade-union groups or some sorts of militant groups.
3. We would also think of giving a slogan of gradually developing one union with FSU dissolving all our units which upto now was working separately.

We may add here that we have no fund, no team of workers and no proper office even to carry on the day to day work, still we have started the work once again to revive the seamen's movement which is not only of vital importance in our trade-union field, in which field many of us have given great labour, energy and sacrifices, but also in the general movement of water-front workers where we are generally weak.

In this context we would, appeal to BPTUC to render us all possible help - thru' every possible channel (as regards cadres as well as other help from the local affiliated unions) as well as to help as in getting public support as against anti-trade union activities of the gangsters employed by INTUC and the employers.

We hope that we have been able to impress upon you the urgency and the new possibility that have opened up in recent times and we further hope that suitable immediate steps would be taken by you.

With Tradeunion Greetings,

Yours

Fraternally Yours,

(M.A. SAYEED),
General Secretary.

12 DEC 1959

THE COCHIN PORT CARGO LABOUR UNION

(Reg: No. 176)

കൊച്ചിൻ പോർട്ട് കാർഗോ ലേബർ യൂണിയൻ (റജി: നമ്പ് 176)

Ref:.....

287

10.....12.....1959

The Conciliation Officer (C)
Ernakulam

Dear Sir,

This we write to remind you of our letter dated 10.10.1959 regarding denial of employment to some of the Steamer Watchmen belonging to our Union due to Intimidation and coercion on the part of the Cochin Thuramugha Thozhilali Union. (please refer the copy of our letter dated 10.10.59 which is attached herewith).

We regret to state that you have not uptill now replied to our letter nor have even acknowledged receipt of the same. We do not know whether you intend to take any steps in this connection. We here wish to inform you that due to our own effort, the watchmen excepting Sri P.K.Kunjaya are now being allotted work. As Kunjaya being an activist of this Union the Cochin Thuramugha Thozhilali Union takes strong objection in allotting work to him which attitude is shared by the employer Sri T.E.Ali, Watchmen Contractor, Cochin-I.

You will know that it is now two months since the said watchman is forced out of his work and he is undergoing great difficulties.

Therefore we request you once again to immediately take up the matter and to convene a conciliation conference of the concerned parties so that the matter could be settled without any more delay.

Awaiting an early reply,
Thanking you,

Yours faithfully

Copies:-
The Regional Labour Commissioner
Madras.

The Implementation Officer,
(Govt. of India, Ministry of Labour)
The All India Trade Union Congress,

GENERAL SECRETARY
THE COCHIN PORT CARGO LABOUR UNION
(REGD: 176)
COCHIN.

at 76, Goffavar Agastharam Road, Chindrapur, Madras-21.
on Friday 11th December 1959, at 6 p.m.

has kindly consented to preside

(The Registrar of Co-operative Societies)

SHRI V. BALASUNDRAM, I.A.S.

SHRI N. SUBRAHMANYAM, I.C.S.

SHRI G. VENKATESWARA AYYAR, I.C.S.

TO MEET

&

ANNUAL GENERAL BODY MEETING

of the

request the pleasure of your company on the occasion

(Regd. No. 377)

Madras Dock-Workers' Co-operative Stores Ltd.

The President & Directors of the

19 DEC 1959

PROGRAMME

- 6-00 p.m. " Vande Mataram "
- 6-10 p.m. Garlanding of the Guests by Shri A. S. K. Iyengar, M.A., and Group Photograph.
- 6-30 p.m. Tea.
- 6-45 p.m. Taking the Guests round the Stores.
- 7-00 p.m. Welcome Address Speech by the President
- 7-15 p.m. Business Meeting.
- 7-30 p.m. Speeches by the Chairmen, Madras Dock Labour Board.
- 8-00 p.m. Speech by the Registrar of Co-operative Societies.
- 8-30 p.m. Vote of Thanks by the Secretary.
- 8-35 p.m. National Anthem — " Jana Gana Mana "

R. S. V. P.

M. D. W. Co op. Stores,

76, G. A. Road, Madras-21.

Phone : 55520

کلکتہ بندرگاہ کے تمام جہاز می دوستوں کو کلکتہ سیلون کمیٹی کی اپیل !!

مانگ حاصل کرنے کی لڑائی میں تمام جہازیوں کا متحدہ محاذ قائم کرو!

کلکتہ سیلون کمیٹی کے ممبران اور سہاروں کا عام جلسہ بتاریخ ۱۳ نومبر ۱۹۳۵ء بروز جمعہ بوقت ۷ بجے شام بمقام ۱۹/۳/۳۱ رینگا روڈ تمام ممبروں اور سہاروں سے اپیل ہے کہ یونین آفس میں وقت مقررہ پر جلسہ میں شریک ہو کر جلسہ کو کامیاب بنائیں

کلکتہ کے جہازی دوستو! ہم لوگوں کا کئی ایک ضروری مانگ آج تک جہاز کمیٹی نے پورا نہیں کیا۔ عرصہ سے ہلوگوں نے پرامن احتجاج کیا لیکن آج تک کمیٹی نے کوئی تیشا نہیں کیا۔ گزشتہ ۵۱ اکتوبر ۱۹۳۵ء میں تیشا کی آواز پر آہلوگوں نے ایک دن کی عطلاتی ہڑتال کر کے اپنے اتحاد کا ثبوت دیا۔ ہلوگ انٹالیسی میں فیڈریشن اور کلکتہ سیلون کمیٹی کی طرف سے آہلوگوں کو دیا مبارکباد پیش کرتے ہیں۔ جہازی ضروریوں کی گزشتہ لڑائی اور انقلابی تحریک ہلوگ کبھی تیار ہوئی نہیں کر سکتے۔ آہلوگ کس یونین کی آواز پر آج لڑائی پر اترتے ہیں۔ یہ کوئی بڑا سوال نہیں ہے۔ سوال یہ ہے کہ تمام جہازیوں کی متحدہ طاقت کو جہازی مالکوں سے مانگ حاصل کرنا۔ تمام مانگوں کو حاصل کرنے کے لئے ضرورت اس بات کہہ کر تیشا یونین۔ فارو ڈوسی۔ بین یونین اور جہازیوں کی تمام تیشا یونین کو لیکر ایک متحدہ محاذ قائم کرنا۔ اور کوئی طرف سے اس لڑائی میں جوش نہ ڈالا جائے۔ اسکو دیکھنا تمام جہازی بھائیوں کا فرض ہے۔ جو ان کی فہرست تیشا یونین نے آہلوگوں کے سامنے رکھا ہے جس کا ہر مانگ بنیادی اور ضروری ہے اور آہلوگوں کو یہ بھی معلوم ہوگا۔ ان تمام مانگوں کو لیکر ان انڈیا میں فیڈریشن اور کلکتہ سیلون کمیٹی بہت دنوں سے لڑائی لڑ رہی ہے۔ لیکن تیشا یونین کی فہرست میں پیش اور گرو ایچی کا کوئی ذکر نہیں ہے۔ پیش اور گرو ایچی نہیں ہونے کی وجہ سے ہزاروں ہزار بڑھے جہازیوں کو نوکری تم ہونے کے بعد خالی ہاتھ گھر لوٹنا پڑتا ہے اور بھوک اور فاقوں کا شکار ہونا پڑتا ہے۔ اور دوسری ضروری مانگ جیسا کہ کلکتہ بندرگاہ سے جہاز کارکرڈ میٹ Recruitment دوسرے ملک کی بندرگاہوں پر چلا جا رہا ہے۔ اسکو روکنے کے بارے میں تیشا یونین کی فہرست میں کوئی ذکر نہیں ہے جس سبب سے کلکتہ کے جہازیوں کو سخت بیکاری کا سامنا کرنا پڑ رہا ہے۔ ہم لوگ سمجھتے ہیں کہ اس دو مانگ کو بھی جہاز مالکوں کے سامنے زور کے ساتھ ضروری پیش کرنا چاہیو سیلون ڈویژن اور رینجن کرنک نے اٹھ گھنٹہ کام اور۔ اور ٹائم اور فی الحال ہر جہازی کی خواہ میں بچا اس روپے اضافہ کھلنے کا راستہ بد لوانا چھوٹی کی ضروری مانگ اور مندرجہ بالا مانگوں کو لیکر جب تک تمام مانگ پوری نہ ہو جائے اسوقت تک متحدہ پوزر دست لڑائی جاری رکھی جائے۔ ہم لوگوں کو سننے میں آیا ہے کہ ان ضروری مانگوں کو حاصل کرنے کے لئے یکم نومبر ۱۹۳۵ء سے مسلسل ہڑتال کا اعلان تیشا یونین نے کیا تھا۔ پوٹی ڈاکٹر کرنل آف سیننگ کیساتھ بات چیت اور مورخہ ۱۹ نومبر ۱۹۳۵ء تیشا مریٹیم بورڈ کی میٹنگ بلانے پر ملتوی کر دیا گیا ہے۔ کسی کی مانگ کے بارے میں کیا بات چیت ہوئی یہ کسی کو نہیں معلوم ہوا۔ دھوکا دینے کی کوشش جہاز مالکوں کی طرف سے نہیں ہوگی۔ یہ کوئی بھی نہیں بول سکتے ہے۔ پھر بھی جو ٹائم دیا گیا ہے اس ٹائم میں ہلوگوں کو اپنی اکائی کو مضبوط کرنا چاہئے کیونکہ متحدہ طاقت ہی اپنی مانگ حاصل کرنے کی گارنٹی ہے لیکن لڑائی کے لئے متحدہ محاذ قائم کرنے کے اعلان پر تیشا یونین نے کوئی جواب نہیں دیا لیکن اس متحدہ محاذ قائم کرنے کے اعلان پر عام جہازی اور خاص کر تیشا بھائیوں پر کافی اثر پیدا کیا ہے۔ آئیے تیشا یونین اور فارو ڈوسی میں یونین کے دوستو! آئیے جہازی بھائیوں کو جب تک ہر مانگ پوری نہیں ہو جائے کا نڈھے سے کا نڈھا لاکر لڑیں۔ مانگ ہلوگوں کو حاصل کرنا ہوگا کیونکہ بہت دنوں کے انتظار کے بعد آج ہماری حالت برداشت کے باہر ہے اس لئے اکائی اور لڑائی کے لئے آپ لوگوں سے ہم لوگوں کی یہ اپیل ہے۔

انقلابی نڈھ بادا جہازیوں کی اکائی زندہ باد! تمام جہازی ایک ہو۔
انقلابی مبارکباد کے ساتھ ایم۔ اے سعید نائب صدر لے سالک جنرل سکریٹری

14 DEC 1959

ALL-INDIA SEAMEN'S FEDERATION

27-B, CIRCULAR GARDEN REACH ROAD
KIDDERPORE, CALCUTTA-13

Members :

United Seamen's Union - Calcutta
Calcutta Saloon Committee - "
Seafarers' Union of India - "
United Seafarers' Federation - Bombay

Ref. No.

Dated December 12, 1959.

The Principal Officer,
"Marine House", Hastings,
Calcutta-22.

Dear Sir,

By this time you have possibly received the note sent by Mr. Md. Elias, M.P. on the hooliganism that is being continuously perpetrated by the National Union volunteers and their hireling on innocent workmen.

Latest is a case of Sri Abdur Rashid - and this has perturbed us the most.

Sri Abdur Rashid (a known organiser of our Federation) while he was distributing Federation leaflets at the gate of Seamen's Employment Office (inside Marine House) he was assaulted and dragged down to the Canteen at the side of the Master-shed (at about 10-30 a.m. on 11-12-59) and once again was brutally assaulted there. Among the miscreants I may name the following among others: Sri Bijoy Mukherjee, Subrata Dutta, Sachi Mitra, Kanai, Sadhu, Jalil Sukhani and others, when he was coming out of the entrance gate of the Employment Office - he was once again brutally beaten by 10/12 goondas. He could not approach you - as he was not allowed to go up. Whole incident did take place in front of the Lathi Police - but they rather enjoyed this pitiable incident as sightseers instead of coming to the aid of the poor victim of gangsterism. Necessary Diaries at the Police Station. A hospital records are in our hands and we may submit them, if required (Diary No. 1156 dated 11-12-59 at Watgunj P.S.) But the question is coming up before the workmen - how long they can continue tolerating such gangsterism.

Continued.....page-2.

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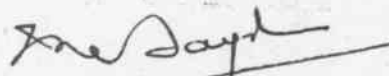
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Dated

Hence I would appeal to you to intervene in these cases at the earliest and to give all legal protections to the workmen while they are carrying on their normal and rightful Trade-union activities.

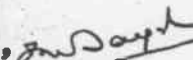
Awaiting speediest action on it.

Faithfully yours,
For ALL-INDIA SEAMEN'S FEDERATION,



(M.A. SAYEED),
Vice- President.

Copy forwarded to:-

1. Sri S.A. Dange (Leader of the Opposition in Lok-Sabha), 
General Secretary, All-India Trade-union Congress, New Delhi.
2. Prof: Hiron Mukherjee, M.P., New Delhi.
3. The Commissioner of Police, Calcutta.
4. Minister of Shipping, Government of India, New Delhi.
5. The Home Minister, Government of West Bengal.
6. Sri Joyti Basu, M.L.A., Leader of the opposition, West Bengal Assembly, Calcutta.

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নাবিক-বন্ধুদের নিকট অল-ইণ্ডিয়া সিমেন্স ফেডারেশনের

আস্বান

- ১০ই ডিসেম্বরের সাধারণ ধর্মঘটের সর্বাঙ্গিক প্রস্তুতি চাই!
- ভারতীয় নাবিক নিয়োগকারী যে সমস্ত বিদেশী জাহাজ চলিয়া গিয়াছে—তাহাদের অবিলম্বে পুনরায় ভারতীয় নাবিক নিয়োগ করিতে বাধ্য করিতে হইবে!
- ভারতীয় নাবিকদের ন্যূনতম দাবীগুলি অবশ্যই মানিতে হইবে!

নাবিক বন্ধুগণ,

১০ই ডিসেম্বর হইতে সাধারণ ধর্মঘটের ডাক দিয়াছেন শ্রাশনাল ইউনিয়ন। কিন্তু এই ধর্মঘট সংগ্রাম কখন কিভাবে সুরূপ করিতে হইবে সে কথা তাঁহারা ইচ্ছা করিয়াই খোঁয়াটে করিয়া রাখিয়াছেন এবং ধর্মঘট প্রস্তুতির বিশেষ কিছুই দেখা যাইতেছে না।

ইহা হইতে স্বাভাবিকভাবেই সন্দেহ সৃষ্টি হইতেছে যে, সত্যি কি তাঁহারা ধর্মঘট করিতে চান—অথবা ধর্মঘটের হুমকি দিয়া তাঁহারা অসঙ্গত আপোষের বা এ্যাডজুডিকেশনের (শ্রম-আদালতে বিচার) পথ পরিকার করিতে চান? এরূপ সন্দেহও হইতেছে তাঁহারা কি শেষ মুহূর্তে কোন মন্ত্রীর আশ্বাসবাণীর কথা তুলিয়া ধর্মঘটের পথ হইতে আবার কোনও অসঙ্গত আপোষ-আলোচনার পথে ফিরিয়া যাইতে চান?

ইতিপূর্বে ভারতীয় নাবিকনিয়োগকারী বিদেশী যে জাহাজগুলি ভারতীয় বন্দর ছাড়িয়া গিয়াছে—সে সমস্ত সম্পর্কে শ্রাশনাল ইউনিয়ন সবটাই ধামাচাপা দিয়া রাখিয়া ছিলেন। এই চক্রান্ত সম্পর্কে সরকারকে আমরা বারবার হুঁশিয়ারী জানাইয়াছি, কিন্তু সিমেন্স এমপ্লয়মেন্ট অফিসের সহিত বোগসাজসে শ্রাশনাল ইউনিয়ন এই ঘটনাটা আরও জটিলতর করিয়া তুলিতেই সাহায্য করিয়াছেন। যাহার ফলে আজ ভারতীয় নাবিকগণ চরম বেকারীর সম্মুখীন হইয়াছেন ও

ভারত রাষ্ট্রের বর্তমান অতি প্রয়োজনীয় ১ কোটি টাকার বৈদেশিক মুদ্রার ক্ষতি হইয়াছে। আমরা আশা করি, নাবিক ও জাতীয় স্বার্থে ভারত সরকার অবিলম্বে এই ব্যাপারে হস্তক্ষেপ করিবেন।

আজ জাহাজ মালিকদের সহিত কণ্ঠ মিলাইয়া এতদিন পূর্বে সেই ব্যাপার সম্পর্কে তাঁহারা কাঁচুনি গাহিতে শুরু করিয়াছেন। জাহাজ মালিকরা আজ তাঁহাদের এই কুকীর্তিকেই হাতিয়ার হিসাবে ব্যবহার করিতে চাহিতেছে—আমাদের শ্রাঘ্য দাবীগুলি হইতে আমাদের বঞ্চিত করিবার জন্ত পূর্বের ভুলের ফলে নাজেহাল হইয়া শ্রাশনাল ইউনিয়নও দাবী কমাইতে কমাইতে প্রায় আত্মসমর্পণের পথে গিয়া দাঁড়াইয়াছিলেন। তবুও জাহাজ মালিকরা তাহাদের অস্থায়ী জিদ ছাড়ে নাই। এখন হস্তান্তর শ্রাশনাল ইউনিয়ন তাহাদের পূর্বে পরিত্যক্ত এ্যাডজুডিকেশনের পথে অথবা অসঙ্গত আপোষের পথেই সরকারী সহায়তায় অগ্রসর হইতে চাহিতেছেন।

বন্ধুগণ, ইহাই হইতেছে বাস্তব পরিস্থিতি। শ্রাশনাল ইউনিয়ন তবুও ধর্মঘটের ডাক দিয়াছেন। আমরাও বলিতেছি শেষ মুহূর্তে হইলেও একটু শক্ত হইয়া সংভাবে গরীব জাহাজী মজুরদের স্বার্থে দাঁড়ান। বহু-শক্তিশালী দেশী-বিদেশী কোটিপতি জাহাজ মালিকদের বিরুদ্ধে এই ধর্মঘট সংগ্রামের জন্ত যে সর্বাঙ্গিক প্রস্তুতি প্রয়োজন তাহার

জন্ত দিখাইব ভাবে আগাইয়া আসুন—কাঁধে কাঁধ মিলাইয়া
দাঁড়ান—অন্ত সমস্ত সংগ্রামী নাবিক সংগঠনগুলির
সাথে।

অনৈক্য বা অপপ্রচারের পথ ত্যাগ করিয়া সমস্ত বাস্তব
পরিস্থিতি এবং জাহাজ মালিকদের সহিত যে কথা হইয়াছে
তাহা খোলাখুলি সমস্ত নাবিক ভাইদের কাছে বলুন।

তাহা হইলেই দেখিবেন—পূর্বে ভারতীয় নাবিক নিয়োগ-
কারী প্রতি্যেকটি জাহাজকে ফিরাইয়া আনিতে এবং হাজার
হাজার নতন ও পুরাতন নাবিকের চাকুরী বজায় রাখিতে
আমরা সক্ষম হইব। তাহা হইলেই বেতন বৃদ্ধি, কাজের
ঘণ্টা ও ওভারটাইম, ছুটি, বেকারভাতা এবং চাকুরী হইতে
অবসরকালীন গ্র্যাচুইটি ও পেনসন প্রতিটি জায্য দাবী
আমরা অনিচ্ছুক মালিকদের হাত হইতে আদায় করিতে
পারিব।

অন্ত যে কোন স্রবিধাবাদের পথ—অসদৃশ আপোষ
অথবা তথাকথিত এ্যাডজুডিকেশন চরম বেকারী ও
দুরবস্থার হাত হইতে হাজার হাজার নাবিক অইকে বাঁচাইতে

পারিবে না। দাবী পরিত্যাগ নয়, সমস্ত চাকুরী রক্ষা এবং
প্রতিটি দাবী আদায়—ইহাই আজ বাস্তব ও সম্ভব করিয়া
তুলিতে হইবে। সাধারণ ধর্মঘটের জন্ত ব্যাপকতম ও
সর্বাস্বক ঐক্যবদ্ধ প্রস্ততিই আজ একমাত্র পথ। একমাত্র
সেইপথেই মালিক-পক্ষকে আমাদের শর্ত গ্রহণ করিতে
আমরা বাধ্য করিতে পারিব।

তাই আজ ব্যাপক সভা, শোভাযাত্রা, প্রচার ও ঐক্যবদ্ধ
বৃক্ত-সংগ্রাম কমিটি গঠনের পথে প্রতিটি নাবিকভাই অগ্রসর
হোন—১০ই ডিসেম্বর আমাদের জয়ের পথের নিশানা দিক
—ঐক্যবদ্ধ সংগ্রামের পথে জয়লাভ—ইহাই হউক আমাদের
বর্তমানের একমাত্র আওয়াজ।

আসুন, ট্রেনিস ও পুরাতন নাবিক ভাই—আজ ঐক্যবদ্ধ
সংগ্রামের পথে অগ্রসর হই—ধর্মঘট সফল করার জন্ত প্রতিটি
সাংগঠনিক ব্যবস্থা অবিলম্বে সম্পন্ন করি—ঐক্যের পথে,
ট্রেনিস ও পুরাতন সকল নাবিকের স্বার্থে জয়লাভ
আমাদের করিতেই হইবে; ইহাই হউক আমাদের সংগ্রামের
প্রাক-মুহূর্তের প্রতিজ্ঞা।

ইনকিলাব — জিন্দাবাদ।

নাবিক ঐক্য — জিন্দাবাদ।

৩রা ডিসেম্বর, ১৯৫২ইং

২৭ বি, সায়কুলার গার্ডেনরীচ রোড,

বিদ্বিরপুর, কলিকাতা-২৩।

এম. এ. সাদিদ, সহ-সভাপতি

এম. সোহরাব আলী, মুখ্য-সম্পাদক

ত্রীহিরণ মুখাজ্জী, সহ-সম্পাদক

অল-ইণ্ডিয়া সিম্বল ফেডারেশন।

14 DEC 1959

Page-2.

this hopes of seamen must be fulfilled by us.

We are all O.K. and hope you all are to be same.

With brotherly greetings,

Yours sincerely,

Sri N.L. Reddy, General Secy.,
United Seafarers' Federation, Bombay.

Sd/- Sayeed.

----- 0 -----

Sri Indrajit Gupta,

Dated: November 12, '59.

General Secretary,
Bengal Provincial Trade-union Congress,
219, Bowbazar St., Calcutta.

Dear brother Gupta,

In prusance of my previous letter to you I am to state that a few more developments have taken place in the seamen's field in last two weeks.

The D.G., Shipping has intervned and thru' his intervention the Calcutta Liner's Conference (Crews) has agreed to convene a meeting of National Maritime Board on the 16-11-59 at Bombay. National Union of seamen as usual, has again shifted the date of general strike on the reasons stated abve. A leaflet of NUSI ^{attached} herewith for your perusal.

It seems that all quarters concerned have been, happy on hearing the news of our re-starting of work in the seamen's field, after a complete absence for a period of about two years. But at the same time enquiries are coming from various sections as to what will be our policy in the seamen's movements and ~~the~~ now. Though there is no executive committee functioning, at the moment, and the main unions registration has probably been cancelled; sign boards of even one or two of our sectional unions have been of no trace, but still the policy of seamen's movement is very clear to both of us, because the policy was decided long ago in our old committee and there had been no reasons to change it.

Our primary task is to establish the leadership of trainee seamen in the seamen's movement, without wh ch there cannot be any headway in the movement, nor there could be any solution in our everlasting problems. It is an agreed fact and we should always remember this while formulating the policies and tactical lines of the seamen's movement.

Now the question before us is how to organise the trainees: - we had had never any base among them, except few scattered trainees seamen who came thru the influence of the progressive movement in different parts of West Bengal. The number will be hardly twenty, 50% of these always remain as sea and balance 50% stays at the suburbs of Calcutta city and it is very much difficult to get them in regular work. There are also few seamen who are our supporter, now as we are not in the

(Page-3)

the field they are keeping themselves in neutral position. As soon as they come with us, they will have to face the gangsterism of National Union. So they will not come until and unless they see that we have ~~some~~ strength of general members of seamen behind us today. AS such at the moment we have take to two tasks:-

1. To reorganise our old basea among seamen.
2. To constantly try to have united front with FSU on the basis of programme in general or unity in actions from time to time on different issues and thus tr to come in c ntact with general trainee seamen in the midst of movement and get hold of trainees cadres and orga ise them in Trade-union groups or some sorts of militant groups.
3. We would also th ink of giving a slogan of gradually developing one union with FSE disssolving all our units which uptil now was working seperately.

We may add here that we haven o fund, no team of workers and no proper office even to carry ont he day to day work, still we have started the work once againto revive the seamen's movemtn which is not only of vital importance in our trade-union firld, in which firld manu of us s have given great labour, energy and sacrifices, but also in the general movement of water-front workers where we are generally weak.

In this context we would, appeal to BPTUC to render us all possible help - thru' every possible channel (as regards cadres as well as other help from the local affiliated unions) as well as to help as in getting public support as against anti-tradeunion activities of the gangsters employed by INTUC and the employers.

We hope that we have been able to impress upon you the urgency and the new possibility that have opened up in recent times and we further hope that suitable immediate steps would be taken by you.

With Tradeunion Greetings,

~~XXXXXX~~

Fraternally Yours,

(M.A. SAYEED),
General Secretary.

14 DEC 1959

ALL-INDIA SEAMEN'S FEDERATION

27-B, CIRCULAR GARDEN REACH ROAD
KIDDERPORE, CALCUTTA-23

Members :

United Seamen's Union - Calcutta
Calcutta Saloon Committee - "
Seafarers' Union of India - "
United Seafarers' Federation - Bombay

Ref. No.

Dated 7 December 12, 1959.

My dear Comrade Dange,

I hope you are keeping on well now, I did not write you earlier as I could feel that it will be a great injustice towards you, if you are disturbed in the most critical period and when you are so busy with the Party affairs.

I hope you had some time to go through the draft report of seamen's movement which I handed over to you in Calcutta. As per my promise to the Comrades of W.F.T.U. the report should have reached there by these time. I hope you will kindly look into it at your earliest convenient and send it to me with your correction and advise.

In the meanwhile, we have started work in the seamen's front from the scratch again. Practically most of the older Comrades have deserted the field one by one. I am now sending reports from time to time to Comrade Indrajit Gupta, General Secretary, B.P.T.U.C. for his information and guidance. I am herewith enclosing the copies of the above stated reports and few recent leaflets just to help you to get an idea of the present position.

We are in the midst of serious difficulties for lack of cadre and funds. There are possibilities of getting some new trainee cadres but we could not keep them as union workers due to the lack of union fund.

In the past your goodself has helped tremendously to the seamen's front by giving correct political guidance and financial help from time to time too. This time we again look upon you Comrade, for your valuable political advises and some financial help to rebuild the seamen's movement. Hope you will do the needful and give kind consideration to our appeal.

Hope this will find you and other comrades in good health & spirit.

With kindest regards & greetings,

Yours affectionately,

Comrade S.A. Dange, M.P.
General Secretary,
All-India Trade-Union Congress.

Sayed
(M.A. SAYEED).

14 DEC 1959

ALL-INDIA SEAMEN'S FEDERATION

27-B, CIRCULAR GARDEN REACH ROAD
KIDDERPORE, CALCUTTA-13

Members :

United Seamen's Union - Calcutta
Calcutta Saloon Committee - "
Seafarers' Union of India - "
United Seafarers' Federation - Bombay

Ref. No.

Dated December 12, 1959.

My dear Comrade Sribastava,

You might recall our meeting at Delhi last year, while we were attending the Joint Select Committee's meeting. Since then we probably we met once in Calcutta. You must be knowing thru' Comrade Dange and Elias the gradual deloriation of the seamen's movement during the last one and half year - due to the gangsterism of I.T.F. union and our wrong tactics to fight that.

You also know that I had been to Prague to attend the 1st Commercial Workers Conference. Before leaving Calcutta I had already decided after discussion with our local comrades here to go to U.K. from there and meet the seamen in foreign ports provided there is not much expenses. On enquiry in the Air India International Office, Prague, I find that only Rs.23/- was required for transferring my ticket to London in return journey. I had Rs.75/- legal currency with me but the Air Company informed us that somebody should deposit the amount for me in Prague. Naturally I had to approach to the T.U.I. for this help, just to avail the chance. I had been to London and stayed there for over a month with the help of my brother who is studying there in Lincoln Inn. I met our seamen members on board the ships which were lying in London Ports and the seamen members subsequently helped me with funds to visit Liverpool, Glasgow and other ports. Instead of our extremely weak position our seamen member had been tremendously enthused by my U.K. *visits*, I was myself also inspired by this visit. The whole thing I reported to Comrade Dange at Bombay. After coming back I have started the work in rebuilding seamen movement in Calcutta ports. Some people have taken objection of my asking the small amount from W.F.T.U. for going to London but I feel that inspite of everything I have been able to fulfil a great task of visiting seamen in U.K. Ports. Now it is upto you judge whether I have done wrong or right.

On my coming back I saw that there had been no existence of our union offices, All Comrades who were working previously in our unions had already deserted for good except Comrade Hiron Mukherjee, who was still helping to light the candle.

Continued.....page-2.

ALL-INDIA SEAMEN'S FEDERATION

27-B, CIRCULAR GARDEN REACH ROAD
KIDDERPORE, CALCUTTA-13

Members :

United Seamen's Union - Calcutta
Calcutta Saloon Committee - ..
Seafarers' Union of India - ..
United Seafarers' Federation - Bombay

Ref. No.

Page-2.

Dated

We had no fund, no workers, no office still we have started to function with all determination to revive the seamen's movement. We had written two letters in form of report to Comrade Indrajit Gupta, the copies of which are enclosed herewith for your information.

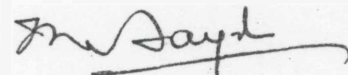
Though we are not affiliated to A.I.T.U.C. but we are keeping close contact with Comrades in B.F.T.U.C. and trying to do things in consultation with them.

Now Comrade we look upon you very much for all sorts of possible help from A.I.T.U.C. In past Comrade Dange has helped us a lot politically and financially. It is most essential now that you very kindly allot some funds for us. If you very kindly arrange at-least a some of Rs.300/- per month for at-least six months we will be able to revive the situation we hope. We must keep few trainee cadres permanently in our union to organise in the new line. Hope you will do the needful.

Hope this will find you in good health and spirit.

With kind regards and greetings,

Yours comradely,



(M.A. SAYEED).

Comrade Sribastava,
Secretary,
All-India Trade-Union Congress,
4, Ashoka Road,
New Delhi.

December 21, 1959

Dear Com.Sayeed,

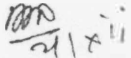
Thanks for your letter of 12th December.

2. As regards guidance and help in the work of reorganising the union, I am sure you are getting and will continue to get help from the BPIUC and our office-bearers stationed in Calcutta.

As regards financial help, just at the moment, we are not in a position to undertake any new burdens.

With greetings,

Yours fraternally,


(K.G.Sriwastava)

Com.M.A.Sayeed,
All-India Seamen's Federation,
27-B Circular Garden Reach Road,
Kidderpore, CALCUTTA 23.

19 DEC 1959

ALL-INDIA SEAMEN'S FEDERATION

27-B, CIRCULAR GARDEN REACH ROAD
KIDDERPORE, CALCUTTA-13

Members :

United Seamen's Union - Calcutta
Calcutta Saloon Committee - ..
Seafarers' Union of India - ..
United Seafarers' Federation - Bombay

Ref. No.

227
Dated December 18, 1959.

**The Principal Officer,
Mercantile Marine Department,
"Marine House",
Calcutta-22.**

Dear Sir,

**Re: Assault on Sri Sunil Mukherjee, Sri Abdur
Rashid & others at the "Marine House" gate
on 16-12-59 at about 10 a.m. by the National
Union of Seamen's hired goondas.**

Once again we approach you with a serious report about the mischief that on being continuously perpetrated on innocent seamen by the hired goondas of the National Union of Seamen of India.

On the 16th instant at about 10 a.m. a number of hired goondas under the employ of the said union gathered at the gate of the "Marine House" and when seamen named Sri Sunil Mukherjee (a recognised organiser of the Forward Seamen's Union), Sri Abdur Rashid (a known organiser of our Seamen's Federation - of whom I wrote to you earlier) and others were coming along, a number of the said hired goondas (none of whom are seamen and at least some of them could be recognised as Sachi Mitra, Ruby Mitra, Biju Mukherjee, Prasanta Mukherjee, Subrata Dutt etc.) jumped on the above-named seamen suddenly and without any reason - belaboured them inhumanly. During this performance of the miscreants, Lathi police headed by Mr. Scott were all along standing by, they did not come to any help of the seamen in spite of their appeal. We have reasons to apprehend, as would be evidenced from the above statement of facts that Lathi-Police in some way or others, connived with the miscreants. Ultimately these seamen were rescued by the Hastings Police, but none of the miscreants were arrested by any Police though that should have their first job.

Continued.....page-2.

ALL-INDIA SEAMEN'S FEDERATION

27-B, CIRCULAR GARDEN REACH ROAD
KIDDERPORE, CALCUTTA-13

Members :

United Seamen's Union - Calcutta
Calcutta Saloon Committee - ,,
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United Seafarers' Federation - Bombay

Ref. No.

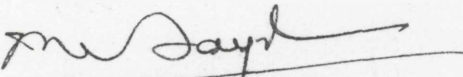
Dated

Page-2.

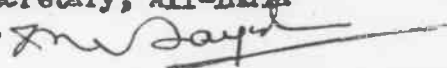
In these circumstances we would appeal to you to intervene personally in this serious situation and to give the poor and innocent seamen all legal protections.

Awaiting earliest and favourable action on it.

Faithfully Yours
For ALL-INDIA SEAMEN'S FEDERATION,


(M.A. SAYEED),
Acting President.

Copy to:-

1. Sri Raj Bahadur, Ministry of Shipping, New Delhi.
2. The Director General of Shipping, Bombay.
- ✓ 3. The Home(Police) Minister, West Bengal,
Writers' Buildings, Calcutta.
- ✓ 4. Sri S.A. Dange, M.P., General Secretary, All-India
Trade-union Congress, New Delhi. 
5. Prof. Hiren Mukherjee, M.P., Deputy Leader, Lok Sabha, New Delhi.

19 DEC 1959

THE COCHIN PORT CARGO LABOUR UNION

(Reg: No. 176)

കൊച്ചിൻ പോർട്ട് കാർഗോ ലേബർ യൂണിയൻ (റജി: നമ്പ് 176)

Ref:.....

17th December 1959.

THE JOINT SECRETARY TO THE GOVT: OF INDIA,
MINISTRY OF LABOUR AND EMPLOYMENT,
EVALUATION AND IMPLEMENTATION DIVISION.
NEW DELHI.

Ref: Your letter No: E & I - 12 (273)/59 dated 12th
December 1959.

Sub: Code Of Discipline - Violation by the management
of M/s South India Corporation, W/Island.

Dear Sir,

With reference to your reminder letter No: and date
referred above we have to state the following:

The copy of the letter dated 5-10-59 addressed to the
Regional Labour Commissioner which we have enclosed with the
letter addressed to you on 5-10-59 might have been mislaid and
hence ~~xxxxxx~~ we sent you the same in order to enable you to go
through the same and find out the specific instances of the
violation of the code of Discipline by the management of M/s S.I.C

The management of M/s South India Corporation, W/Island
has not even implemented the agreement referred in our above letter
which affects a good number of workmen under them and who are
members of this Union.

The Conciliation Officer (C), Ernakulam has also not
taken any steps in this regard thus making the whole policy
declaration of the Govt: a mockery.

We hence request you to kindly take up the matter in
the proper manner and advise us accordingly.

Thanking you,

Copy to:-

Yours faithfully

A.I.T.U.C.

GENERAL SECRETARY
THE COCHIN PORT CARGO LABOUR UNION
(REG: 176)
COCHIN.