

- 6 JAN 1960

TO BE PUBLISHED IN THE GAZETTE OF INDIA PART II, SECTION 3,
SUB-SECTION (ii).

GOVERNMENT OF INDIA
MINISTRY OF LABOUR & EMPLOYMENT

Dated New Delhi, the

NOTIFICATION

S.O. In exercise of the powers conferred by sub-section (1) of section 4 of the Dock Workers (Regulation of Employment) Act, 1948 (9 of 1948), the Central Government hereby makes the following further amendment in the Calcutta Unregistered Dock Workers (Regulation of Employment) Scheme, 1957, the same having been previously published as required by the said sub-section, namely:-

A M E N D M E N T

In the said Scheme, in item (2) of the Schedule, the words, "except those employed by contractors appointed by the Ministry of Food & Agriculture for clearance of imported foodgrains" shall be omitted.

(Fac.184(13)/59).

P.D. Gaiha

(P.D.Gaiha)
Under Secretary.

To

The Manager,
Government of India Press, New Delhi.

2/11

....2.

Copy to :-

Lawrence
21/60

d.a.nil
sks.31.12.

for Under Secretary.

- 15. The General Secretary, All India Trade Union Congress,
4, Ashoka Road, New Delhi.

Government of India



142
VOL. XII. NO. 3

January 25, 1960

SUBSIDIES TO JAPANESE SHIPOWNERS

Japanese shipowners are to receive 1,000 mn. yen (about Rs. 1.3 crores) in subsidies during the financial year beginning on April 1 next, a Japanese Transport Ministry spokesman has announced, according to a report from Tokyo.

The subsidies are to help shipowners to pay the interest on their shipbuilding debts to commercial banks.

The practice of subsidising interest payment on loans taken to build new ships was in force until 1956, when it was discontinued because of the improved financial position of shipowners.

The Ministry's plan to revive the practice was at first rejected by the Finance Ministry, but the Prime Minister, Mr. N. Kishi, favoured it.

In a recent comment on the situation Mr. Toshiki Sakurai, President of the Shipbuilders' Association of Japan said that there could be a depression within the next three years. He pointed out that Japanese shipyards had contracts for 340,000 tons of shipping this year, less than half of the target of 700,000 tons.

The backing of orders at the end of last year was only 2,610,000 tons representing about 18 months' work.

"International competition in the export shipbuilding market has become keen and intense to an unprecedented degree," he added.

"European shipyards are now accepting orders under favourable conditions for owners. We expect keen competition, but at the same time we must be on guard to prevent excessive competition among ourselves."

P.T.O.



According to a White Paper, published last year by the

Japanese Ministry of Transportation, the shipping industry suffered a heavy blow when the war-time damage compensation in the form of insurance payment was cut off. The unsupported shipping firms had to order ships with funds all borrowed from the banks.

The 53 shipping companies in Japan, at the middle of last year were in debt to the extent of over 300,000 mn, yen. Only one firm was paying out dividends to its stockholders and all the rest were having a difficult time in paying interest on their loans.

An examination of the capital composition of the principal shipping firms in Japan revealed that 80 per cent. of their capital was made up of loans, while only 20 per cent. was owned capital, showing the unhealthiness of the capital formation of the industry. Main threat to the industry, it was stated, was the high rate of interest.

ooOoo

Calcutta
27th. January '61

Dear Com.K.G.,

Hope the AITUC headquarter has resumed its normal functioning.

May I request you to do the following favour for us:

1. The resolution on Port & Dock, passed in the last session of the AITUC was drafted ~~by~~ in a hurry. So, before you send this resolution to the press please go through the same and, if necessary, add or alter the language.

2. During ~~the~~ my discussion with ~~him~~ him at Coimbatour Com. Dange agreed to pay us Rs. 400/- per month. ~~It~~ It would be highly appreciated if you will kindly let me ^{know} from which ^{date} we may expect to receive the same so that we may appoint Organisers forthwith. The money should be sent to me at the address mentioned below;

Debkumar Ganguly, 7 Narisabna Street, Calcutta-23

An immediate reply in this respect would be very much helpful.

3. Has Com. Satish Chatterji come to Delhi? If so, please let me ~~know~~ know when is he likely to come to Calcutta so that I may contact him.

Awaiting an early reply,

With greetings.

Comradely yours,

Debkumar Ganguly

Reps.

1. Resolutions must be prepared.
2. Com. Dange has not left any money.
He will return somewhere 1000 Rs.
to let him to wait till then.
3. Com. Satish has gone to Madras
He will be returning somewhere 15-20 days.

VITA
3/10

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Dated the 30th January '61.

Dear Com. Ganguly,

Thank you for your unsigned letter of 27th January.


With regards to the resolutions adopted in the Conference necessary corrections will be made before they are sent to the press.

Com. Dange has not left any message to us regarding the amount to be paid to you. Therefore we are unable to inform you the date for the payment of the same. He will return from the WFTU meeting near about February 10 and I think you will have to wait till then.

Com. Satish Chatterjee has gone to Indonesia after the Baroda Conference and will be back by 15th of February.

With Greetings,

Yours Fraternaly,


(K.G. SRIVASTAVA)
Secretary.

14.5
Minutes of the meeting of Representatives of different Shipping Employees' Unions regarding formation of an All-India Federation of Shipping Employees'.

Calcutta: 3rd Feb.'61.

Friends,

A meeting of the representatives of different Shipping Employees' Unions, convened by Shri Debkumar Mukherjee, Jt. Secretary, Lionel Edwards & I.S.S. Employees' Union and Shri Kamal Bhattacharyya, President, Scindia Employees' Union was held on Thursday, the 2nd Feb., 1961 at India Steamship House. Shri A.C. Banerjee of Gladstone Lyall Employees' Union was in the Chair.

Shri Kamal Bhattacharyya welcomed the representatives of different unions and said that this meeting was perhaps the first manifestation of the long-cherished ambition of people engaged in the shipping industry to come together on a common platform. Scindia Union along with others had made sporadic attempt in the past to explore the possibilities of a Federation of Shipping Employees without much success. And also the initiative taken by the Lionel Edwards & I.S.S. Employees' Union about 18 months in a more systematic way had culminated in a concerted effort by that Union and the Scindia Union to make representatives of different Unions met together. In course of their discussion with representatives of different unions at Calcutta many important issues and questions were raised. Problems confronting different units were discussed. But from all this, Shri Bhattacharyya said, they could easily gather that everyone was anxious to have some sort of common platform. There was a growing consciousness that the employers were organised and he said, it was high time that employees engaged in the shipping industry had come under a common banner. Two Unions had only initiated the move, it was for others to make it successful.

Shri Debkumar Mukherjee gave a brief resume of the activities during the last 18 months towards the formation of a Federation of Shipping employees. He said that L.E. & I.S. S. Employees' Union had issued circulars to the Unions fully or partially representing employees engaged in the particular trade. Contact sheets followed. Personal contact were made by representatives of that Union and Scindia Union with executives of different unions at Calcutta. Contacts were established through letters with people representing employees at other ports. Representatives of Scindia Union met employees of different shipping concerns at Bombay personally. Scindia Union also helped formation of Unions by employees of Great Eastern Shipping and Bharat Lines and thus took another step forward. Several meetings were held between representatives of this Union and Scindia Employees' Union. They exchanged views and discussed the initial difficulties to occur. All this time they had been quite busy with different problems of their own units, but still they attached paramount importance to the growing ambition of people engaged in the shipping industry all over the country to unite under a common banner. Shri Mukherjee said that there were certain great differences of opinion on certain matters did exist. But they felt that the difficulties could be overcome, differences ironed out and a commonly acceptable programme worked out through united efforts, if only the will to do so was there. In face of the growing crisis confronting the trade union workers in the country an All India Federation of Shipping Employees would be very much welcome, he said. The organised attack of the shipping bosses, who were in close conspiracy in common interest, could only be thwarted by an organised resistance on the part of the employees and it is in the general interest of all the employees that they should unite in a homogenous organisation to march forward towards collective prosperity and lasting security.

Shri R.K. Banerjee of Surendra (Overseas) Union welcomed the proposal. He also said that the necessity and advisability or otherwise of bringing Shipping Agency Firms under the proposed Federation should be considered carefully.

Shri G.C. Paul of Great Eastern Shipping Employees' Union pledged full support for the idea of a Federation. He thought that the miserable conditions of service prevailing in their Company as well as in

whether the Union in a Company trading in other lines of business in addition to Shipping, can join this Federation to which Shri Bhattacharjee explained that this was a peculiar matter and the same question was raised at Calcutta also and the position can finally be known when we advance further in the matter.

Mr. Asgar Ali, Mogul Line stated that if at the beginning an All India Federation was not possible, then the employees of various Shipping Companies working in Bombay should at least unite and form the Federation under one Banner and in course of time this Federation can join the Federation in other parts of the country leading to the formation of an All India Body.

Mr. Mohile of Eastern Shipping Corporation who also fully supported this move of forming a Federation of Shipping Employees, enquired whether the employees of Eastern Shipping Corporation at Calcutta had formed a Union of their own. He also requested Mr. Bhattacharjee to convey his message to their counter-parts at Calcutta and request them to form their own Union as early as possible. He also enquired about the funds and other aspects in connection with this Federation. In the course of his talk he also explained the difficulties his Union is facing in dealing with the Management. His view was that if a Federation was formed this problem could be effectively tackled by collective bargaining.

Mr. Maniar of Bharat Line whilst fully and whole-heartedly supported this idea of forming a Federation of Shipping Employees emphatically stressed the need of keeping away outsiders as well as body politics from this Organisation if the Federation is formed because in his opinion this would destroy the very purpose and object of this Federation. He pointed out that only the employees know the difficulties they have to confront in dealing with their Management and, therefore, their problems can well be solved by their own representatives. He, however, suggested that if and when required, the advice and guidance of Trade Union Leaders of repute can be obtained.

It was also enquired at this meeting by certain representatives whether there was any idea of forming a Federation in a bigger scale including waterfront workers, etc. The consensus of opinion was that at the beginning only shore employees of the various Shipping Companies should form this Federation because if started on a larger scale, the task will not only become difficult but also complications would arise in view of the different nature of work of shore employees and waterfront workers.

Another representative of a Shipping concern suggested that this informal meeting of the representatives can bring greater result if within a short-time we can make it possible other Unions understand this problem and can bring them together in a bigger meeting where the aims, objects and other organisational matters in connection with this Federation can be discussed and formulated.

Mr. Desai, Secretary, Mackinnon Mackenzie Employees Union who due to pre-occupation could not attend the meeting, but conveyed his full support to this Shipping Federation.

Mr. Ali of Mogul Line then suggested that a Committee of 5 members be appointed from this meeting, who will pursue this matter further, will contact different Shipping Unions,

their representatives and the employees with a view to propagate the idea of this Federation as well as to seek their advice and suggestions. Accordingly, a Committee was formed with the following Members :-

- Mr. Maniar of Bharat Line
- Mr. Jani of Great Eastern Shipping
- Mr. Mohile of Eastern Shipping Corporation
- Mr. Nadgauda of Forbes Forbes Campbell
- Mr. Asgar Ali of Mogul Line

Of this 5, following 3 members were selected as Convenors :

- Mr. Maniar of Bharat Line
- Mr. Jani of Great Eastern Shipping
- Mr. Mohile of Eastern Shipping Corporation

It was also decided that after a fortnight, a meeting of the representatives of different Shipping Employees Unions will be held on a larger scale. The time and place will be informed in due time.

CONVENORS.

- 1. S. T. Maniar
S. T. MANIAR, BHARAT LINES
- 2. P. J. Jani
P. J. JANI, GREAT EASTERN SHIPPING
- 3. S. P. Mohile
S. P. MOHILE, EASTERN SHIPPING CORPN.

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Shri G.C. Paul of Great Eastern Shipping Employees' Union pledged full support for the idea of a Federation. He thought that the miserable conditions of service prevailing in their Company as well as in

other companies could be vastly improved through the effort of such a Federation.

Shri Anath Roy of Mackinnon Employees' Union said that the foreign shipping companies were inevitably contracting and the national companies were growing. Problems confronting employees of foreign companies were basically different from those experienced by people engaged in national firms. Foreign owners were resorting to mass-scale retrenchment. If a Federation were to be formed with all these companies, Unions in growing Indian companies should be prepared to accept absorption of surplus personnel from foreign companies. It would be an immediate problem before the proposed Federation and this might be the cause of disintegration as well. For the time being, therefore, he maintained, a Shipping Sub-Committee, under the already existing Federation of Mercantile Employees' Unions could be formed. The Federation would be asked to create necessary opportunities for representatives of Shipping Employees to sit together and discuss common problems. If this experiment proved successful, an independent Federation could be constituted at an appropriate time. But, he said, a common platform for all the Shipping Employees' was a dire necessity. He, however, pledged the full support of his union if a Federation of Shipping Employees were formed.

Shri Ranjit Goswami of Hoare Miller Employees' Union said that the apparent contradiction in asking the decaying foreign Shipping Companies and growing Indian concerns was not at all an un-surmountable difficulty. Every union had its own peculiar problems. But in spite of these contradictions, the vital necessity of a relentless struggle was driving the employees into a common united organisation. This driving force could not be resisted. A common forum should provide us with the necessary weapon. The struggle against retrechment could be more effective if shipping employees united. A reasonable solution to this alarming problem could possibly be found out. The growing crisis created by the employers and the Government made it imperative for the Shipping Employees to form an All-India Federation without the least delay. There was no possibility whatsoever of any clash between the Federation of Mercantile Employees' Unions and the proposed Shipping Federation; he said.

Shri K.M. Bakshi of Gladstone Lyall Employees' Union fully supported the move and congratulated the Unions that had taken the initiative.

Shri Sripati Bhattacharjee representing the Bharat Lines Union thought that emphasis should be laid on similarity of trade while forming common forums. A Federation might provide the Shipping Employees with the necessary answers to many problems experienced by them.

Shri M.M. Thakore of Scindia Employees' Union emphasised that the very existence of the problems referred to by Shri Anath Roy and others made it all the more imperative for the Shipping Employees to form a homogenous Federation of their own. Heteroganity, he maintained, was a great handicap and as people engaged in the same industry should have common interest, it was desirable that they should have a common platform. A Shipping Sub-Committee under the existing Federation of Mercantile Employees' Unions would be inadequate for their purpose and All-India Federation of Shipping Employees could only deliver the goods.

Shri A. Sengupta of Lionel Edwards and I.S.S. Employees' Union said that the idea of a Federation should be immediately taken up for more elaborate consideration by a representative body, and it was high time that some sort of a Committee had been formed to go ahead with the common objective.

Then, following^a proposal by Shri Kamal Bhattacharyya of Scindia, who was supported by Shri Anil Chakraborty of India Steamship a Preparatory Committee was unanimously formed with the following personnel to explore the possibility of forming an All-India Federation

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Sub-Committee was authorised to co-opt members, if necessary.

Sri Sambhu Nath Ganguli (Java Bengal) and Sri Santosh Pyne (Khemkas) asked what would be the nature of the relation between the Federation of Mercantile Employees' Unions and the proposed Federation. Sri Kamal Sarkar (Mercantile Federation) told the meeting that the relation between these two Federation should be cordial. Shipping Employees in their own interest were trying to organise themselves into a horizontal Federation and there was nothing surprising about it. There should not be any difficulty for different units to accept dual membership. Already many of the affiliated units of the Mercantile Federation were attached to one central trade union organisation or another and these units were very useful to the Mercantile Federation.

Sri Amal Sinha (L.E. & I.S.S.) said that sponsors of the Proposed Federation had always maintained close contact with the Mercantile Federation. The General Secretary of the Mercantile Federation had supported the idea and they should offer effective help and guidance to the sponsors of the Proposed Federation. Many units are apprehensive that their good relations with the Mercantile Federation might be injured if they accepted membership of the Proposed Federation. It was high time, therefore, that the leaders of the Mercantile Federation took the initiative to remove these doubts and apprehensions. A Joint meeting should immediately be convened by them for the propose. Co-existence of the two Federations would be helpful for the growth of healthy trade-unionism.

Sri Bhattacharyya (Scindia) then proposed that voluntary contributions should be made for incurring preliminary expenses. Following his suggestion the following offers were made, subject to approval by the Executive Committees of the respective units:-

Hoare Miller	..	Rs.15.00
Scindia	..	Rs.20.00
Great Eastern Shipping	..	Rs.10.00
Bharat Lines	..	Rs.10.00
Surendra (Overseas)	..	Rs.15.00
Lionel Edwards & I.S.S.	..	Rs.20.00
Gladstone Lyall	..	Rs.15.00

Java Bengal and Khemkas informed that after consulting their respective unions they will intimate their contributions.

Joint Convenors:

Deb Kumar Mukherjee
Deb Kumar Mukherjee

K.K. Bhattacharyya
K.K. Bhattacharyya

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.**

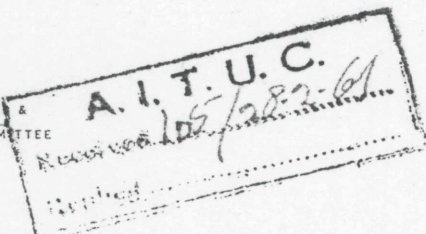
MEMBER, MADRAS DOCK-LABOUR BOARD

T. R. GANESAN, B.E.**S. NAGIAH**

" BHAGAT HOUSE "

173, Broadway,

MADRAS-1.

Ref. No. HU/OP/(16)/61.Date, 20th February 1961.*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**

Comrades,

Sub:(1) Our Work.
(2) The Asian and Pacific Dockers Conference.

I trust you know thru the letters received from both Com.G.H. Kale and Makkan Chatterjee that the Jeejeebhoi Committee is turning down all the modest demands of Port Workers. They anticipate a crisis at the Mysore meeting which is coming off in a month or so.

This means that the situation will worsen in so far as Port Workers are concerned. This is a bad omen for the future.

In this Context, I wish to remind our Calcutta Comrades that every thing is in their hands. Their Consolidation organizationally will go a long way in determining our future, nay, the future of all Port & Dock Workers in the Country.

In the meanwhile I request all Port & Dock unions in different Ports, to regularly inform one another of the developments in their Port with Copy to the AITUC - Delhi and to me.

The Cochin Comrades writer to say that the registration of Dock Workers has led to a great deal of unrest as about 2000 workers would be thrown out of employment.

The two Close-Shop Unions - one of the INTUC and the other run by Mr. Raghavan, an Advocate, seem to have agreed to this.

The Cochin Dock Labor Board has of course started functioning. The AITUC Union has no representation on it. So they are unable to actively intervene and do anything. They have to patiently work, till a majority are with them.

(ii) The All Pacific and Asian Dockers Conference - Tokyo.

The Second Conference of the All Pacific and Asian

The first Conference was held in 1959 in Tokyo.

You would do well to send a delegate to the Conference which is bound to be an epoch making one. It Costs about Rs.3000/- per delegate. This is the Plane-fare from Calcutta, Singapore, Hongkong and Japan and back. The delegates will have to meet their own expenses that is, boarding & lodging at Tokyo. This is because, the dockers of Japan who are the main hosts can ill afford to meet the expenses for boarding & lodging of all delegates.

In any case, I would request you to keep Constantly in touch with:

Brother Tomitaro Kaneda
Secretary,
Corresponding Committee,
All Pacific & Asian Lock Workers,
1825 -2 CHOME SANNO OTAKU,
TOKYO,
J A P A N.
=====

Kindly let me know what you do in this behalf at an early date and oblige.

Thanking you and hoping that you will be brisk in Correspondance. Kindly send Copies of letters you write to me to the AITUC office, No.4, Asoka Road, New Delhi, without fail and oblige.

With Greetings,

Yours fraternally,

A.S.K. Iyengar
27.2
A.S.K. IYENGAR.
GENERAL SECRETARY.

Com:Dange,
General Sec
All India
New Delhi.

MINUTES OF THE INFORMAL MEETING OF REPRESENTATIVES OF DIFFERENT SHIPPING EMPLOYEES UNIONS REGARDING THE FORMATION OF A FEDERATION OF SHIPPING EMPLOYEES

Bombay, dated 24th February, 1961.

Friends:

An informal meeting of the representatives of different Shipping Employees Unions was held at Hotel Windsor on 23rd February, 1961 to discuss the possibility of forming a Federation of Shipping Employees working in different parts of the country, especially, Bombay, Calcutta, Madras and other Ports of India. The meeting was well attended. Mr. P.L. Mukherjee of Scindia Employees Union, Calcutta was also present.

Mr. Bhattacharjee informed the Members present that the Secretary of the Scindia Employees Union in Bombay could not be present at this meeting because he was extremely pre-occupied with the Arbitration affairs of the Union. He also said that the Scindia Union of Bombay fully supported the move of forming a Federation and they promised to extend their full co-operation in this matter after their immediate problem is over.

from 111

Shri Kamal Bhattacharjee, President of the Scindia Employees Union, Calcutta, welcomed the representatives and gave a resume of the various problems and difficulties they are facing at Calcutta in connection with this, i.e. the formation of a Shipping Federation. He also explained the position at Calcutta and various other aspects that the Calcutta representatives are confronting in regard to this matter. He also enlightened the members regarding the ideas of different Shipping Employees Unions to this problem, which culminated in a meeting of the representatives of 12 Unions at Calcutta on the day of 2nd February 1961. He informed that a Bulletin of that meeting has also been handed over to different representatives of Shipping Employees Unions at Bombay. Shri Bhattacharjee also pointed out that in the face of growing crisis concerning the Trade Union Workers in the country an All-India Federation of Shipping Employees would be very much welcome. Collective and organised attack of the Shipping Employers who are in close conspiracy in a common interest can only be faced if the employees of various Shipping Companies can assemble together under one banner, that is the Banner of the Shipping Federation. He also said that since employees of Banks, Insurance, etc. are united under their respective Federations why we who are working in various Shipping concerns should not unite under a Federation of Shipping Employees.

←

Mr. Nachane of Mogul Line pointed out that from the very beginning all employees should try to avoid any political motives behind this Federation and he also suggested that the Office bearers and Executive Members should not be other than the employees themselves working in various Shipping Companies. He was of the opinion that the political idea or game, if there be any, will ruin the very cause for which we are going to unite together.

Mr. Jani of Great Eastern Shipping Co.Ltd., suggested that the Federation is a dire necessity for the employees who are working in smaller Shipping Companies since it becomes very difficult for them to fight single handed against their employers who are powerful and well organised. He appealed to other representatives that in the interests of the employees of the smaller Companies they must try their best to form this Shipping Federation as early as possible.

Mr. Nad,anda of Forbes Forbes Campbell fully supported this idea of Shipping Federation. He also raised the question that

whether the Union in a Company trading in other lines of business in addition to Shipping, can join this Federation to which Shri Bhattacharjee explained that this was a peculiar matter and the same question was raised at Calcutta also and the position can finally be known when we advance further in the matter.

Mr. Asgar Ali, Mogul Line stated that if at the beginning an All India Federation was not possible, then the employees of various Shipping Companies working in Bombay should at least unite and form the Federation under one Banner and in course of time this Federation can join the Federation in other parts of the country leading to the formation of an All India Body.

Mr. Mohile of Eastern Shipping Corporation who also fully supported this move of forming a Federation of Shipping Employees, enquired whether the employees of Eastern Shipping Corporation at Calcutta had formed a Union of their own. He also requested Mr. Bhattacharjee to convey his message to their counter-parts at Calcutta and request them to form their own Union as early as possible. He also enquired about the funds and other aspects in connection with this Federation. In the course of his talk he also explained the difficulties his Union is facing in dealing with the Management. His view was that if a Federation was formed this problem could be effectively tackled by collective bargaining.

Mr. Maniar of Bharat Line whilst fully and whole-heartedly supported this idea of forming a Federation of Shipping Employees, emphatically stressed the need of keeping away outsiders as well as body politics from this Organisation if the Federation is formed because in his opinion this would destroy the very purpose and object of this Federation. He pointed out that only the employees know the difficulties they have to confront in dealing with their Management and, therefore, their problems can well be solved by their own representatives. He, however, suggested that if and when required, the advice and guidance of Trade Union Leaders of repute can be obtained.

It was also enquired at this meeting by certain representatives whether there was any idea of forming a Federation in a bigger scale including waterfront workers, etc. The consensus of opinion was that at the beginning only shore employees of the various Shipping Companies should form this Federation because if started on a larger scale, the task will not only become difficult but also complications would arise in view of the different nature of work of shore employees and waterfront workers.

Another representative of a Shipping concern suggested that this informal meeting of the representatives can bring greater result if within a short-time we can make it possible other Unions understand this problem and can bring them together in a bigger meeting where the aims, objects and other organisational matters in connection with this Federation can be discussed and formulated.

Mr. Desai, Secretary, Mackinnon Mackenzie Employees Union who due to pre-occupation could not attend the meeting, but conveyed his full support to this Shipping Federation.

Mr. Ali of Mogul Line then suggested that a Committee of 5 members be appointed from this meeting who will pursue this matter further, will contact different Shipping Unions,

their representatives and the employees with a view to propagate the idea of this Federation as well as to seek their advice and suggestions. Accordingly, a Committee was formed with the following Members :-

- | | |
|---------------|---------------------------------|
| Mr. Maniar | of Bharat Line |
| Mr. Jani | of Great Eastern Shipping |
| Mr. Mohile | of Eastern Shipping Corporation |
| Mr. Nadgauda | of Forbes Forbes Campbell |
| Mr. Asgar Ali | of Mogul Line |

Of this 5, following 3 members were selected as Convenors :

- | | |
|------------|---------------------------------|
| Mr. Maniar | of Bharat Line |
| Mr. Jani | of Great Eastern Shipping |
| Mr. Mohile | of Eastern Shipping Corporation |

It was also decided that after a fortnight, a meeting of the representatives of different Shipping Employees Unions will be held on a larger scale. The time and place will be informed in due time.

CONVENORS:

1. S. T. Maniar
S. T. MANIAR, BHARAT LINES
2. F. J. Jani
F. J. JANI, GREAT EASTERN SHIPPING
3. S. F. Mohile
S. F. MOHILE, EASTERN SHIPPING
CORPN.

THE COCHIN PORT CARGO LABOUR UNION

(Reg: No. 176)

കൊച്ചിൻ പോർട്ട് കർക്കശ്ശലേഖനർ യൂണിയൻ (റജി: നമ്പ് 176)

Ref:

A. I. T. U. C.	
Received	200/M. 3. 61
Replicd.....	

5th March 1961

The Transport Ministry,
Government of India,
New Delhi.

287

Dear Sir,

We are forwarding herewith the true copy of the resolution passed at a public meeting held under the auspices of this union and presided over by Sri K.A.Rajan, Vice President of this union at Calvathy, Port Cochin on the 4th March 1961. We request that speedy steps may kindly be taken in this respect.

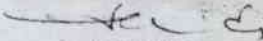
RESOLUTION.

" This public meeting of the workers of the Port of Cochin record its deep concern over the inordinate delay in implementing the Cochin Dock Workers' (Regulation of Employment) Scheme, which guarantees the workmen of this Port regularity of employment, a guaranteed minimum number of days work in a month, leave, holiday with pay, provident fund, gratuity etc.,. The workers are however caught in the grip of the fear that a large number of them will be thrown out as a result of the scheme. This meeting therefore urges upon the Government of India and the Transport Ministry to declare that the said scheme will be implemented immediately and that steps taken to eradicate fear in the minds of the dock workers of the Port of Cochin.

This meeting also calls upon all the workers and the trade unions functioning among them to put in their joint efforts to secure the speedy implementation of the scheme to the full benefits of the dock workers which is a long cherished dream of the dockers."

Yours faithfully

Copies:
The Chairman, Cochin Dock
Labour Board, W/ Island.


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

The Secretary, A. I. T. U. C., New Delhi.

Sri. T.C.E. Menon, M.P. New Delhi.

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

847/15-4-61.

No.Fac.38(113)
Government of India
Ministry of Labour & Employment

81
From

Shri P. D. Gaiha,
Under Secretary to the Government of India

To

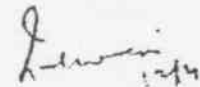
Dated New Delhi, the 13/4/61

Subject:- Indian Dock Labourers Act, 1948 - Amendment of.

Sir,

I am directed to forward for information a copy of this Ministry's notification No.S.O.631, dated the 16th March 1961, on the subject mentioned above.

Yours faithfully,



for Under Secretary

a.e.refd.to.
N.Ram/10/4

Copy with copy of enclosure forwarded for information to:-

1. Ministry of Transport and Communications.
2. Ministry of Commerce and Industry.
3. Ministry of Health.

-----2

4. Ministry of Railways.
5. The Chief Adviser Factories, New Delhi.
6. The Chief Labour Commissioner(Central), New Delhi.
7. Director, Labour Bureau, Simla.
8. Lok Sabha Secretariat(5 copies).

L. Wani
17/4

for Under Secretary

d.a.refd.to.

GOVERNMENT OF INDIA
MINISTRY OF LABOUR & EMPLOYMENT

Dated New Delhi, the

NOTIFICATION

No. S.O. 631 In exercise of the powers conferred by section 5 of the Indian Dock Labourers Act, 1934 (19 of 1934), the Central Government hereby makes the following regulations to further amend the Indian Dock Labourers Regulations, 1948, the same having been previously published as required by section 7 of the said Act, namely:-

1. These Regulations may be called the Indian Dock Labourers (Amendment) Regulations, 1961.

2. After regulation 23 of the Indian Dock Labourers Regulations, 1948, hereinafter referred to as the said regulations, the following regulation shall be inserted namely:-

"23-A. Space around a hatch.-

Where the working space around a hatch is less than two feet wide, such provision shall be made as will enable the workers to remove or replace in safety all fore and aft beams and thwart-ship beams used for hatch covering and all hatch coverings."

3. In regulation 27 of the said regulations-

(1) for sub-regulation (1), the following sub-regulation shall be substituted, namely:-

" (1) All lifting machinery -

(a) including all parts and accessory gear, whether fixed or movable together with anchoring and fixing appliances shall be-

(i) of good construction, sound material, adequate strength and free from patent defect; and

(ii) maintained in good repair and working order;

(b) shall have been tested and examined by a competent person in the manner set out in Schedule II before taken into use.";

(2) in sub-regulation (4) the figure and brackets "(4)" shall be omitted;

4. In regulation 29 of the said regulations -

(i) for the marginal heading "Other loose gear" the marginal heading "Loose gear" shall be substituted.

(ii) for sub-regulation (1), the following sub-regulation shall be substituted, namely:-

"(1) No chain, ring, hook, shackle, swivel or pulley block shall be used in hoisting or lowering unless-

(a) it is of good construction, sound material adequate strength and free from patent defect; and

(b) it has been tested and examined by a competent person in the manner set out in Schedule II."

5. After regulation 29 of the said regulations, the following regulation shall be inserted namely:-

"29-A- Lifting appliances: Buckets, tubs, trays, baskets and similar lifting appliances used in hoisting or lowering shall be -

(a) of good construction, sound material, adequate strength and free from patent defect; and

(b) maintained in good repair and working order."

6. In regulation 31 of the said regulations for clause (c) the following clause shall be substituted, namely:-

"(c) the examinations mentioned in regulation 28 unless the certificate mentioned in regulation 32 (3) has been attached to the register in Form II; and";

7. In regulation 32 of the said regulations-

(i) in sub-regulation (1) for the word "prepared" the word "obtained" shall be substituted;

(ii) for sub-regulations (2) and (3) the following sub-regulations shall be substituted namely-

"(2) Certificates of the annealing of chains, etc., under regulation 29(2) in Form VII shall be obtained and attached to the register in Form II unless the required particulars have been entered in that Register.

(3) Certificates of the annual thorough examination of the gear mentioned in regulation 28 in Form VIII shall be obtained and attached to the register in Form II unless the required particulars have been entered in that register.";

8. In regulation 33 of the said regulations, in clause (a) for the word "premises" the words "premises or ship, as the case may be" shall be substituted.

9. In regulation 42 of the said regulations for the word "gangways" the words "decks, gangways" shall be substituted;

10. In regulation 46 of the said regulations in sub-regulation (1) for the words "No lifting machinery, chains or other lifting appliance shall be loaded beyond the safe working load" the words "No lifting machinery, chain, ring, hook, shackle, swivel, pulley block, rope or lifting appliance shall be used in such a manner as to, involve risk to life, or subject it to a stress greater than that caused by the safe working load" shall be substituted.

11. In regulation 48 of the said Regulations, in clause (a), for the figures "11" the figures "16" shall be substituted.

12. In regulation 50 of the said Regulations, in sub-regulation (3), the words "All fore and aft beams and thwartship beams and " shall be inserted at the beginning of the

13. For existing Forms III to VIII, in the said Regulations, the following Forms shall respectively be substituted, namely:-

"Form III

Test Certificate No -----

THE INDIAN DOCK LABOURERS REGULATIONS, 1948

REGULATION 27 (1)

Certificate of Test and Examination of Winches, derricks and their Accessory Gear, before being taken into use.

Name of ship, dock, wharf or quay where machinery is fitted _____

Situation and Description of Machinery and Gear with distinguishing number or mark (if any).	Angle to the horizontal of derrick boom while the load was applied.	Proof load applied.	Safe working load at the angle shown in col.2
(1)	(2)	(3)	(4)
	Degrees	Tons	Tons

5. Name & address of public service, association company or firm making the test and examination _____

6. Name and position of signatory in public service, association, company or firm. _____

I certify that on the day of 19 .., the above machinery together with its accessory gear, was tested in the manner set forth overleaf; that a careful examination of the said machinery and gear after the test showed that it had withstood the proof load without injury or permanent deformation; and that the safe working load of the said machinery and gear is as shown in column 4.

Signature of the Competent person (see Note 3) _____ Date _____

NOTES

1. Column (1). Sufficient particulars must be given to identify the gear, for example, in the case of a winch or derrick, the number of the hold, etc., should be shown.
2. Column (2). As a rule, a derrick should be tested at an angle which should not be more than 15 degrees to the horizontal or when this is impracticable, at the lowest practicable angle.
3. "Competent person" means an official of a workshop in India approved for any of the specified purposes in respect of testing, examination, annealing or certification of plant, lifting machinery or gear by the Central Government or by an authority nominated by the Central Government in that behalf, and any other person who is recognised as a 'competent person' for the purpose of the national regulation in force in other countries for the implementation of the Protection against Accidents (Dockers) Convention (Revised), 1932, adopted by the International Labour Conference.

INSTRUCTIONS

- 1.(i) Every winch with the whole of the gear accessory thereto (including derricks, goose-necks, eye-plates, eye-bolts or other attachments) shall be tested with a proof load which shall exceed the safe working load as follows:-

<u>Safe Working Load</u>	<u>Proof Load</u>
Upto 20 tons	25 per cent in excess
20 to 50 tons	5 tons in excess
Over 50 tons	10 per cent in excess

The proof load shall be applied either (i) by hoisting movable weights or (ii) by means of a spring or hydraulic balance or similar appliance, with the derrick at an angle to the horizontal which shall be stated in the certificate of the test. In the former case, after the movable weights have been hoisted, the derrick shall be swung as far as possible in both directions. In the latter case, the proof load shall be applied with the derrick swung as far as practicable first in one direction and then in the other.

- (ii) After being tested, as aforesaid all machinery with the whole of the gear accessory thereto shall be examined to see whether any part has been injured or permanently deformed by the test.
2. The test and examination must be made by a competent person.
3. The safe working load shown in column 4 is applicable only to a swinging derrick. When using fixed derricks, such as "union purchase" rigs, the safe working load as a general rule, be reduced; in any case, it should be determined with due regard to the actual conditions of use.
4. In the case of heavy derricks, care should be taken that appropriate shrouds and stays are rigged.

Note:- The expression "ton" means a ton of 1,000 kg. or 2,200 lb.;

FORM IV

Test Certificate No. _____

THE INDIAN DOCK LABOURERS REGULATIONS, 1948

REGULATION 27(1)

Certificate of Test and Examination of Cranes or Hoists and their Accessory Gear being taken into use.

Name of ship, dock, wharf or quay where machinery is fitted

Situation and Description of crane or Hoist with distinguishing number or mark (if any)	For jib cranes radius at which the proof load was applied	Proof load applied.	Safe working load (for jib cranes at radius shown in col.2)
(1)	(2)	(3)	(4)
	meters	Tons	Tons

5. Name and address of public service, association company or firm making the test and examination-----

6. Name and position of signatory in public service association, company or firm.....

I certify that on theday of19 the above machinery together with its assessor gear, was tested in the manner set forth overleaf; that a careful examination of the said machinery and gear after the test showed that it has withstood the proof load without injury or permanent deformation; and that the safe working load of the said machinery and gear is as shown in column 4.

Signature of the competent person(See Note 3)

Date _____

NOTES

1. Column (1). Sufficient particulars must be given to identify the crane or hoist.
2. Column (2). If the jib has a variable radius, proof loads must be applied at the maximum and minimum radii.
3. "Competent person" means an official of a workshop in India approved for any of the specified purposes in respect of testing, examination, annealing or certification of plant lifting machinery or gear by the Central Government or by an authority nominated by the Central Government in that behalf, and any other person who is recognised as a 'competent person' for the purposes of the national regulations in force in other countries for the implementation of the Protection against Accidents (Dockers) Convention (Revised), 1928, adopted by the International Labour Conference.

INSTRUCTIONS

- (i) Every crane and other hoisting machine with its accessory gear shall be tested with a proof load which shall exceed the safe working load as follows:

<u>Safe Working Load</u>	<u>Proof Load</u>
Upto 20 tons.	25 per cent in excess
20 to 50 tons.	5 tons in excess
Over 50 tons	10 per cent in excess

load

The said proof load shall be hoisted and swung as far as possible in both directions. In the case of jib cranes, if the jib of the crane has a variable radius, it shall be tested with a proof load as defined above at the maximum and minimum radii of the jib. In the case of hydraulic cranes or hoists, where owing to the limitation of pressure it is impossible to hoist a load 25 per cent in excess of the safe working load, it shall be sufficient to hoist the greatest possible load.

- (ii) After being tested, each crane or hoist with the whole of the gear accessory thereto shall be examined to see whether any part has been injured or permanently deformed by the test.

- The test and examination must be made by a competent person.

Note: The expression "ton" means a ton of 1,000 kg or 2,200 lb.";

FORM V

Test Certificate No. _____

THE INDIAN DOCK LABOURERS REGULATIONS, 1948

(Regulation: 29(1) and (4))

Certificate of Test and Examination of Chains, Rings, Hooks, Shackles, Swivels and Pulley Blocks.

Distinguishing Number or Mark	Description of Gear	Number tested	Date of test	Proof load applied	Safe Working Load
(1)	(2)	(3)	(4)	(5)	(6)
				tons	tons

- Name and address of makers or suppliers.....
- Name and address of public service, association, company or firm making the test and examination.....
- Name and position of signatory in public service, association, company or firm.....

I certify that on the _____ day of _____ 19____, the above gear was tested and examined in the manner set forth overleaf; that the examination showed that the said gear withstood the proof load without injury or deformation; and that the safe working load of the said gear is as shown in column 6.

Signature of the competent person (See Note 2)

Date _____

NOTES

1. Column (2). The dimensions of the gear, the type of material of which it is made and where applicable the heat treatment received in manufacture should be stated (unless Form No. VII is used for the purpose)
2. "Competent person" means an official of a workshop in India approved for any of the specified purposes in respect of testing examination, annealing or certification of plant, lifting machinery & gear by the Central Government or by an authority nominated by the Central Government in that behalf, and any other person who is recognised as a 'competent person' for the purposes of the national regulations in force in other countries for the implementation for the Protection against Accidents (Dockers) Convention (Revised), 1932 adopted by the International Labour Conference.

INSTRUCTIONS

1. (i) Every article or loose gear (whether it is accessory to a machine or not) shall be tested with a proof load at least equal to that shown against the article in the following table:-

<u>Article of Gear</u>	<u>.Proof Load</u>
Chain, Ring, Hook, Shackle or Swivel	Twice the safe working load.
Single Sheave Pulley Block	Four times the safe working load
Multiple Sheave Block with safe working load up to and including 20 tons.	Twice the safe working load.
Multiple Sheave Block with safe working load over 20 tons upto and including 40 tons.	20 tons in excess of the safe working load.
Multiple Sheave Block with safe working load over 40 tons.	One and a half times the safe working load.
Pitched Chains used with hand operated Pulley Blocks and Rings, Hooks shackles or Swivels permanently attached thereto	One and a half times the safe working load.
Hand operated Pulley Blocks used with pitched Chains and Rings, Hooks, Shackles or Swivels permanently attached thereto.	

- (ii) After being tested, all the gear shall be examined, the sheaves and the pins of the pulley blocks being removed for the purposes, to see whether any parts has been injured or permanently deformed by the test.

2. The test and examination must be made by a competent person;

Note:- The expression "ton" means a ton of 1,000 kg. or 2,200 lb";

Form VI

Test Certificate No. _____

THE INDIAN DOCK LABOURERS REGULATIONS, 1948

REGULATION 30(1) (b)

Certificate of Test and Examination of Wire Rope before being taken into use.

- (1) Name and address of maker or supplier of rope
- (2) a. Circumference/diameter of rope
- b. Number of Strands
- c. Number of wires per strand
- d. Lay
- (3) Quality of wire (e.g. Best Plough Steel)
- (4) a. Date of test of sample of rope
- b. Load at which sample broke
- c. Safe working load, subject to any stated qualifying conditions, such as minimum pulley diameter, direct tensile load, etc.
- (5) Name and address of Public Service, Association, Company or firm making the test and examination
- (6) Name and position of signatory in public service, association, company or firm making the test and examination

I certify that the above particulars are correct, and that the test and examination were carried out by me.

Signature of the competent person _____ Date....
(See Note below)

N O T E

"Competent person" means an official of a workshop in India approved for any of the specified purposes in respect of testing, examination, annealing or certification of plant, lifting machinery or gear by the Central Government or by an authority nominated by the Central Government in that behalf and any other person who is recognised as a competent person for the purposes of the national regulations in force in other countries for the implementation of the Protection against Accidents (Dockers) Convention (Revised) 1932, adopted by the International Labour Conference.

I N S T R U C T I O N S

- 1. Wire rope shall be tested by sample, a piece being tested to destruction, and the safe working load of ropes shall not exceed one-fifth of the breaking load of the sample tested.
- 2. The test must be made by a competent person;

Form VII

THE INDIAN DOCK LABOURERS REGULATIONS, 1948
REGULATION 29(2)

Certificate of Annealing of Chains, Rings, Hooks, Shackles and Swivels.

Distinguishing number or Mark	Description of Gear	Number of certificate of test and examination	Number annealed	Date of annealing	Defects found at careful inspection after annealing
(1)	(2)	(3)	(4)	(5)	(6)

- 7. Name and address of public service, association, company or firm carrying out the annealing and inspection.....
- 8. Name and position of signatory in public service, association, company or firm

I certify that on the date shown in column 5, the gear described in columns (2) to (4) was effectually annealed under my supervision, that after being so annealed every article was carefully inspected; and that no defects affecting its safe working condition were found other than those indicated in column (6)

Signature of the competent Person (see Note 2) _____ Date.....

NOTES

- 1. Column (2). The dimensions of the gear, the type of material of which it is made and the heat treatment received in manufacture should be stated.
- 2. "Competent person" means an official of a workshop in India approved for any of the specified purposes in respect of testing, examination, annealing or certification of plant lifting machinery or gear by the Central Government or by an authority nominated by the Central Government in that behalf, and any other person who is recognised as a competent person for the purposes of national regulations in force in other countries for the implementation of the Protection against Accidents (Dockers) Convention (Revised) 1932, adopted by the International Labour Conference.
- 3. For requirements as to annealing see overleaf.
- 4. This certificate is optional. The above particulars may be entered in Part IV of the Register (Form II).

INSTRUCTIONS

1. Chains (other than bridle chains attached to derricks or masts), rings, hooks, shackles and swivels in general use for hoisting or lowering must be effectually annealed at the following intervals:-

<u>Class of Gear</u>	<u>If used of lifting machinery driven by power</u>	<u>If used solely on lifting machinery worked by hand</u>
Half inch(12.5mm) and smaller gear	6 months	12 months
Other gear	12 months	2 years

2. The annealing must be carried out under the supervision of a competent person.

3. It is recommended though not required by the Regulations that annealing should be carried out in a suitably constructed furnace, heated to a temperature between 1,100° and 1,300° Fahrenheit or 600° and 700° Centigrade, for a period between 30 and 60 minutes.

4. The requirement of annealing does not apply to bridle chains attached to derricks or masts, and the following classes of gear have been exempted from annealing subject to the conditions stated below:-

- (a) Chains made of malleable cast iron;
- (b) Plate Link Chains
- (c) Chains, rings, hooks, shackles and swivels made of steel;
- (d) Pitched chains;
- (e) Rings, hooks, shackles and swivels permanently attached to pitched chains, pulley blocks or weighing machines;
- (f) Hooks and Swivels having screw-threaded parts or ball bearings or other case hardened parts;
- (g) Bordeaux connections.

These classes of gear have been exempted from annealing subject to the conditions that such gear shall be thoroughly examined by a competent person once at least in every twelve months and that, before the gear is subsequently taken into use, the prescribed certificates (FORM VIII) of such examinations shall be attached to the prescribed register (Form II), or alternatively the required particulars may be entered in Part III of the register.

FORM VIII

Certificate No.....

THE INDIAN DOCK LABOURERS REGULATIONS, 1948
REGULATION 28

Certificate of Annual Thorough Examination of Gear
exempted from Annealing.

<u>Distinguishing number of mark</u>	<u>Description of Gear</u>	<u>Number of certificate of test and examination</u>	<u>Remarks</u>
(1)	(2)	(3)	(4)

5. Name and address of public service, association, company or firm making the test and examination _____

6. Name and position of signatory in public service, association, company or firm _____

I certify that on the _____ day of _____ 19____, the above gear was thoroughly examined and that no defects affecting its safe working condition were found other than those indicated in column (4).

Signature of the competent person (See Note 2) _____

Date _____

NOTES

1. Column (2) The dimensions, of the gear, the type of material of which it is made and the heat treatment received in manufacture should be stated.
2. "Competent person" means an official of a workshop in India approved for any of the specified purposes in respect of testing, examination, annealing or certification of plant, lifting machinery or gear by the Central Government or by an authority nominated by the Central Government in that behalf, and any other person who is recognised as 'competent person' for the purposes of the national regulations in force in other countries for the implementation of the Protection against Accidents (Dockers) Convention (Revised) 1932, adopted by the International Labour Conference.
3. For list of gear not required to be annealed and definition of "thorough examination" see over leaf.
4. This certificate is optional. The above particulars may be entered in Part III of the Register (Form II)

INSTRUCTIONS

1. The following classes of gear have been exempted from annealing but require to be thoroughly examined by a competent person once at least in every twelve months.
 - a. Chains made of malleable cast iron;
 - b. Plate link Chains;
 - c. Chains, rings, hooks, shackles and swivels made of steel;
 - d. Pitched chains;
 - e. Rings, hooks, shackles and swivels permanently attached to pitched chains, pulley blocks or weighing machines.
 - f. Hooks and swivels having screw-threaded parts or ball bearings or other case-hardened parts;
 - g. Bordeaux connections.
2. "Thorough examination" means a visual examination supplemented if necessary by other means, carried out as carefully as the conditions permit, in order to arrive at a reliable conclusion as to the safety of the parts examined; and if necessary for the purpose, parts of the gear must be dismantled.

3. For the purposes of 'thorough examination' of the gear carried on board a ship, the Master or the Chief Officer of the ship shall be deemed to be the 'competent person'."
14. In form XI, in the said regulations,
 - (i) in regulation 33, in clause (a) for the word "premises" the words "premises or ship as the case may be" shall be substituted;
 - (ii) in regulation 42 for the word "gangways" the words "decks, gangways" shall be substituted;
 - (iii) in regulation 46, in sub-regulation (1), for the words "No lifting machinery, chains or other lifting appliance shall be loaded beyond the safe working load" the words "No lifting machinery, chains, ring, hook, shackle, swivel, pulley block, rope or lifting appliance shall be used in such a manner as to involve risk to life, or subject it to a stress greater than that caused by the safe working load;" shall be substituted;
 - (iv) in regulation 48, in clause (a) for the figures "14" the figures "16" shall be substituted;
 - (v) in regulation 50, in sub-regulation (3), the words "all fore and aft beams and thwartship beams and" shall be inserted at the beginning.

□ No. Fac. 38(113) □



(P.D. Gaiha)
Under Secretary

To

The Manager,
Government of India Press,
New Delhi.

D.A.NIL.
BKM/HHS/SSB
7/9.2.61.

Calcutta Port & Dock Workers' Union

REGD NO. 5020

Affiliated to A. I. T. U. C. & W. F. T. U.

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

JIT GUPTA, M. P.

/308 369

Dated 18th March 1961

Received 480/22-3-61
 Replied

From:
 DEBKUMAR GANGHLY
 JOINT SECRETARY

TO:
 PROFESSOR J.D. BHALLA
 CHAIRMAN, PRESIDENTIAL COMMITTEE,
 WORLD PEACE COUNCIL.
 14, HUSHI NIKETAN
 KAMALA MARKET, NEW DELHI.

Dear Brother,

I, on behalf of the General Council of our Trade union and the Port & Dock workers of Calcutta have the pleasure and honour to greet the ensuing meeting of the World Peace Council being held in New Delhi from 24th to 29th March, 1961.

The General Council of our Union considers it a matter of pride for the Indian peoples that the said historic gathering of the most representative organization of the Peace movement all over the World is being held for the first time in Indian soil.

The Port & Dock workers of Calcutta consider it their duty to assure the World Peace Council that they would not lag behind to discharge their duties to safeguard and impose disarmament and peaceful co-existence, to struggle against the policy of the aggressed and war maintained by the imperialist especially American imperialist, against aggressive Military treaties and bases, against the rearmament of Western Germany and Japan.

Port & Dock workers of Calcutta want to convey their firm determination to strengthen solidarity campaigns for complete and final emancipation of the peoples from colonial yoke, for national independence and consolidation of underdeveloped countries.

WISH THIS HISTORIC WORLD GATHERING OF THE PARTISAN OF PEACE A GREAT SUCCESS.

DOWN WITH THE WAR MONSTERS.

LONG LIVE WORLD PEACE.

Yours fraternally,


 (DEBKUMAR GANGHLY)

Joint Secretary

MINUTES OF THE MEETING HELD FOR FORMATION OF
SHIPPING EMPLOYEES' FEDERATION OF BOMBAY

BOMBAY:
March 21, 1961.

A meeting of representatives of some of the Shipping Companies in Bombay was held at 3.00 P.M. on Saturday the 18th March, 1961 at Tambe's Dining Hall, Hamam Street, Fort, Bombay-1, when the following Unions of the various shipping companies attended :

1. Mackinnon Mackenzie
2. Great Eastern Shipping
3. Bharat Line
4. Eastern Shipping Corpn.
5. Mogul Line
6. Forbes, Forbes Campbell
7. Lloyd Triestino

Representative of Scindia Union could not attend the meeting due to pre-occupation with their Arbitration matter.

Proposed by Mr. Jani and seconded by Mr. Desai, Mr. K.G. Prabhu of Mackinnons occupied the Chair.

Welcoming those who were present, the Chairman, Mr. Prabhu explained the aims and objects of formation of the Federation and asked the representatives present to express their views on the subject matter.

Mr. Desai of Mackinnons who initiated the discussion stated that in 1955-56, they had an idea to start a Federation but on account of many difficulties, it was not formed and he was glad to remark that a stage had reached when representatives of seven Shipping Companies Unions have gathered to discuss about formation of Shipping Federation. He stated that in Bombay except Scindias and Mackinnons who have on their pay-roll about 1000 and 600 staff members respectively, few shipping companies have more staff and it was necessary for all to unite. On behalf of Mackinnons he announced full support and he opined that the more the membership of Union the more it would weigh on managements of the shipping companies and Government.

As regards outsiders and particularly political leaders being asked to be at the top of Federation, he stated that we should not be afraid of political leaders and we don't want politics in the Federation. All that we need is a powerful Federation. He stated that all Unions of Shipping Companies irrespective of number of members can become a member of the Federation.

Mr. Maniar reiterated what he had said during previous meeting that the Federation must be a non-political body and manned by the members only. He stated that when circumstances arise, we can always take guidance from outstanding leaders. He suggested that individual units should join the Federation.

On this point Mr. R.D'Souza of Lloyd Triestino stated that on account of very few members of the staff viz. 17, they have not been able to form their independent Union and as such they have joined the Transport & Dock Workers' Union. In view of their unit being small, it was difficult to form independent Union as there is always the danger of being devoid of their jobs especially when they are very small in numbers they will not be able to face the management and suggested that individual members of smaller shipping companies should also be enrolled as members of the Federation.

P.T.O.

Mr. Jani of Great Eastern Shipping suggested that it will not be practicable to have individuals as members of the Federation as it will have to function like a Trade Union having Official President, Vice-President, General Secretary and attend and fight for grievances of individual members. He stated small units who have no independent Unions of their own should form such Union. They can be invited to come and join as members of the Federation. Then the Federation should be in a position to take up the disputes with the respective employers.

Mr. Desai suggested that each units be informed of the formation of Federation and a meeting consisting of Managing Committee Members of each unit be called after the constitution of Federation was drafted and the same be given publicity. The following Resolution was tabled for passing by Mr. Desai :

"THIS MEETING OF THE FOLLOWING UNION REPRESENTATIVES AND OTHER INDIVIDUALS IN THE SHIPPING INDUSTRY RESOLVES TO FORM A "SHIPPING EMPLOYEES FEDERATION" SITUATED IN BOMBAY. IT ALSO APPOINTS A COMMITTEE CONSISTING OF ONE REPRESENTATIVE OF EACH UNION TO DRAFT THE CONSTITUTION WHICH MAY BE SUBMITTED BY THE END OF MAY, 1961".

Accordingly following members were elected in the Committee:

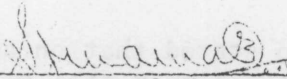
- | | |
|------------------|-------------------------|
| Mr. Desai | Mackinnons |
| Mr. S.T. Maniar | Bharat Line |
| Mr. P. J. Jani | Great Eastern Shipping |
| Mr. Madgauda | Forbes Forbes Cunpell |
| Mr. S. P. Mohile | Eastern Shipping Corpn. |
| Mr. Asgar Ali | Mogul Line |

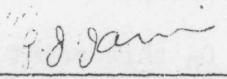
Mr. F. Pereira seconded the Resolution. Same was unanimously passed.

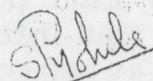
Mr. F. Pereira was appointed as the Convenor.

Mr. Mohile informed that a sum of Rs.15/- has been paid for today's meeting and requested that units present should bear the expenses in connection with such preliminary meetings pro-rata equally. It was agreed to and until such time next meeting is called and constitution passed Mr. Desai of Mackinnons very kindly came forward with a suggestion to lend Rs.50/- from his Union. This gesture was welcomed and Mr. Maniar thanked him for that.

The Chairman Mr. Prabhu concluded the meeting with an advice that 'Unity is Strength' and we should hence get united and fight for a common goal to achieve better standard of living. The meeting then terminated with a vote of thanks to the Chair.


S.T. Maniar of Bharat Line.


P.J. Jani of Great Eastern Shipping


CONVENORS

S.P. Mohile of Eastern Shipping Corpn.


of Shipping Employees and to report back preferably by the 30th April 1961. The Committee will have powers to co-opt, if necessary.

Members : -

1. Kamal Bhattacharyya (Scindia Employees' Union)
2. Manmohan Thakore -do-
3. Debkumar Mukherjee (Lionel Edwards & I.S.S. Employees' Union)
4. A. Sengupta -do-
5. G.C. Paul (Great Eastern Shipping Employees' Union).
6. Sripati Bhattacharjee (Bharat Lines Employees' Union)
7. Ranjit Goswami (Hoare Miller Employees' Union)
8. Anath Roy (Mackinnon Mackenzie Employees' Union).
9. R.K. Banerjee (Surendra Overseas Employees' Union).
10. K.M. Bakshi (Gladstone Lyall Employees' Union)

Joint Convenors:-


(Debkumar Mukherjee)


(Kamal Bhattacharvya)

287

Camp: New Delhi.

April 1, 1961.

Com. S.A. Dange,
Bombay.

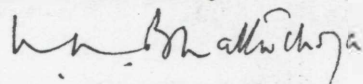
Dear Comrade Dange,

I hope you would recall the short and casual talks I had with you at New Delhi in connection with the formation of an All-India Federation of Shipping Employees, during the World Peace Council meeting in Vigyan Bhawan. I also handed over two bulletins in this connection. Since another bulletin has been issued which I am forwarding herewith for your kind perusal. I have also discussed this matter with Com. Ellias and Com. Indrajit Gupta.

Now I will be eagerly awaiting to have few lines of your valuable suggestions and also your opinion in this regard.

With best regards,

Yours Comradely



(K.K. BHATTACHARJEE)

~~Secretary.~~

Prague, April 4, 1961

The Secretary,
The Ministry of External
Affairs,
Government of India,
New Delhi,
INDIA.

Ref: 2950

Sir,

We want to invite Mr. A.S.K. Iyengar, General Secretary, Madras Harbour Workers' Union, 173, Broadway, Bhagat House, Madras-1, to attend the Third International Trade Conference of our organisation.

May we, therefore, request you to grant him travel facilities to enable him to take part at the Conference in time.

The Conference will be held in Budapest, Hungary, from May 9th to 13th, 1961.

Thanking you in anticipation,

Yours faithfully,

340
Egl' Innocenti
Secretary.

14-15

A.I.T.U.C.
727/8-4-61
33, Netaji Subhas
Road

Scindia Employees Union

THE SCINDIA STEAM NAVIGATION CO., LTD.
CALCUTTA

COPY

7th April, 1961.

Com. Md. Elias, M.P.,
68, North Avenue,
New Delhi.

Dear Comrade,

I refer to my note given to you in regard to certain informations about shipping matters as requested by you. In my note I have pointed out the difference of Freight Rate paid to American vessels for carrying Wheat as per recent Wheat Agreement, and to Indian vessels carrying wheat. I now give hereunder the actual freight rate paid to American vessels and Indian vessels.

American Ships:

- (a) S.S. West Port carried wheat at the freight rate of \$27.50 per ton for the first voyage, arrived on 18.10.60.
- (b) S.S. West Port carried wheat at the freight rate of \$23.35 per ton for the second voyage, arrived India on 8.2.61.

Indian Ships:

M.V. Jalakrishna, a Scindia vessel carried wheat at the rate of \$9.80 per ton which arrived India from U.S.A. on 31st January 1961.

The above will show the difference of freight rate between U.S.A. and India vessels. It will be seen that U.S.A. charges are more than double the freight to Indian ships. Hope you will take up the matter in the Parliament suitably.

With regards,

Yours Comradely,
Kamal Bhattacharjee
(KAMAL BHATTACHARJEE)

C.C. to A.I.T.U.C.
New Delhi.

Government of India
Ministry of Labour & Employment

.....
Dated New Delhi, the 7/4/61

NOTIFICATION


Employment
S.O. In exercise of the powers conferred by sub-section (1) of section 4 of the Dock Workers (Regulation of Employment) Act, 1948 (9 of 1948), the Central Government hereby makes the following scheme further to amend the Cochin Dock Workers (Regulation of Employment) Scheme, 1959, the same having been previously published as required by the said sub-section, namely:-

AMENDMENT

1. This Scheme may be called the Cochin Dock Workers (Regulation of Employment) Amendment Scheme 1961.
2. In the Cochin Dock Workers (Regulation of Employment) Scheme, 1959, in clause 2, after sub-clause (3), the following sub-clause shall be inserted, namely:-

"(4) Nothing in this Scheme shall apply to any class or description of dock worker and dock workers in relation to any ship of the Indian Navy.

[522(1)/60-Fac]


(P.D. Gaiha)
Under Secretary

To

The Manager,
Government of India Press,
New Delhi.

d.a.nil
"Jarwal" 4.4.

Copy to:-


for Under Secretary

d.a.nil

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**

" BHAGAT HOUSE "

*Vice-President:***NI KUMARAMANGALAM, M.A.**

173, Broadway,

MEMBER, MADRAS DOCK-LABOUR BOARD

MADRAS-1.

T. R. GANESAN, B.A.Ref. No. **DB/GOI/96/61.**Date, **11th April 1961.****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****To**

**The Regional Passport Officer,
Ministry of External Affairs (Passport),
Government of India,
Makernalmuthu Street,
MADRAS - 1.**

Dear Sir,

**Sub: Renewal of Passport No. A524590 - Requested.
Ref: True Copy of letter received from Prague,
dated 4th April 1961.**

This is to bring to your kind notice that I was granted a Passport to Europe in 1966. The Passport number is A524590, and was issued for a period of six months. On 29th August 1967, I sent an additional one rupee by money order, the receipt of which was enclosed with my letter to you No. DB/GOI/57/56, dated 29th August 1967. In that letter I had asked for additional endorsements to some more countries.

I am enclosing here with a copy of the letter written by the Transport International to the Ministry of External Affairs, Government of India, by which you will kindly see that I am being invited to attend the Third International Conference scheduled to be held in Budapest, Hungary from May 9th to 13th 1961.

I would therefore request you to kindly order renewal of my Passport and also kindly include endorsement to the following countries and oblige.

Countries: All countries of Europe including Hungary, Poland, Bulgaria, Germany, Yugoslavia, Finland, United Kingdom, France, Italy, Czechoslovakia and U.S.S.R.

As I have to attend the conference on time I request that the issue of the Passport may kindly be expedited.

Thanking you,

Yours truly,

A. I. T. U. C.

Received. 842/15-4-61 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

" BHAGAT HOUSE "

Vice-Presidents :

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

173, Broadway,
MADRAS-1.

T. R. GANESAN, B.E.

Ref. No. HU/GOI/96/61

Date, 14th April 1961.

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

To

Shri K.G. Srivastav,
Secretary,
All India Trade Union Congress,
4, Ashka Road,
NEW DELHI.

Dear Comrade Srivastav,

Received your letter along with the letter addressed to the
Regional Passport Officer, Madras.

I had already met the Regional Passport Officer and told him
about the Budapest Conference and asked for my Passport. I had
given him also a copy of the letter from Prague addressed to the
External Affairs Ministry. I am sending you also a copy of the
same.

The Regional Passport Officer told me that the Delhi Office
of the All India Trade Union Congress should move the External
Affairs Ministry direct and that they would send him instructions
on which he could act.

That is that. So please do the needful at your end and
oblige.

Greetings,

*Send a letter to the
Ext. Affairs Ministry
mo
TSM*

*Aska
1961*

April 20, 1961

Dear Com.Kale,

Thank you for your letter of 1st April which was delivered to me, due to wrong address, only yesterday.

It is good that you have moved through Shri Khadilkar for passport. Better chances for success.


Mr. Guruswamy is likely to go for this Congress. He has his passport.

Shri Iyengar from Madras is also trying for endorsement on his passport. Some other friends from Calcutta and elsewhere are also trying for passport, and subject to grant of passport and collection of funds, they might also go.

We will certainly do all that we can to help you, provided you keep us informed of the exact situation.

With greetings,

Yours fraternally,


(K.G.Sriwastava)
Secretary

Shri G.H.Kale,
B.F.T.General Workers Union,
Kavarna Bldg.,
Frere Road, BOMBAY 9

April 21, 1961

Dear Com.Iyengar,

Yours of 14th April.

We have moved the External Affairs Ministry with regard to your passport and we hope to know a definite decision by Monday.

Arrangements about your passage to Bucharest has been made through the Air-India International. We are making a provisional booking for you by about the 4th of May.

Meanwhile, we hope you are making arrangements about the Health Certificate, photographs for visa, etc.

With greetings,

Yours fraternally,

me

(K.C.Sriwastava)

Com.A.S.K.Iyengar,
Madras.

Mansoor Gilani

66/1, Baitakhana Road,
Calcutta-9.

The 18th April 1961.

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A.I.T.U.C.
Received 970/21-4-61
Replied.....

~~Shri~~ *Sri* Shrivastava
Dear Com. Shrivastava,

Congratulation on your marriage.

The IIIrd International Trade Con-
ference of Transport, Port and Fishery Workers
to be held at Budapest from May 9-13, 1961. I
Have been invited and on the strength of that
letter of invitation I have applied for exten-
sion and endorsement of my Passport. I am told
that my case has been referred to New Delhi.
Would you please look into this matter so that
extension and endorsement of my Passport is
granted.

Hope you are well.

Yours comradely,

Mansoor Gilani

Srivastava
Com. K.G. Shrivastava,
Secretary,
All India Trade Union Congress,
4, Ashoka Road,
NEW DELHI.

14.21
A. I. T. U. C.
Received 10/25/24-4-61
Replied

Scindia Employees' Union,
Calcutta - 1

33 Netaji Subhas Road

22nd April, 61.

Comrade Mohamed Elias M.P.,
68, North Avenue,
NEW DELHI.

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Bulletin of Port & Dock
workers

Dear Comrade,

I enclose our latest Bulletin of the 20th instant in regard to the Shipping Employees Federation. I understand from Sri R.K. Banerjee of Hourah that he has discussed this matter with you before your departure for New Delhi. It will be seen from the Bulletin that we have been able to formulate the aims and objects and also broad outline of the constitution for this project. But the main difficulty which we have been experiencing regarding the formulation of the constitution is in connection with the Units having multifarious businesses including shipping. For example Messrs. Hoare Miller & Co., Birds & Heilgers, Gladstone Lyall, Turner & Morrison etc. at Calcutta and Forbes Forbes Campbell at Bombay trade in gunnies, tea, coal and also in shipping. The employees of these concerns posed before us many relevant questions as regards their membership and also representation on the committees etc. Although we are still trying to find out the solution to this problem, I feel that if you and other members of A.I.T.U.C. give serious thought to this problem and can help us with certain formula it will help us to face this problem on a more reasonable and practical basis.

I again suggest that you please discuss this matter with other comrades e.g. Sri Dange, Inderjit Gupta, Panikar, Srivastav etc. and let us have their valued opinion and concrete suggestion in this regard. I am shortly proceeding to Bombay to discuss this matter with various Units there and so an early compliance will help us much to form a definite opinion in this connection.

With regards

cc. A.I.T.U.C. with enclosures.

4 Ashoka Road New Delhi

Yours Comradely
Kamal Bhattacharya

Minutes of the Extended Meeting of the Preparatory
Committee for All-India Federation of Shipping
Employees held on 17.4.1961.

BULLETIN NO.2

Members of the Preparatory Committee formed in the informal meeting held on 2.2.61 and representatives of several unions other than members of the Committee met at India Steamship House, Calcutta, on 17.4.61 to receive a Report on development in Bombay and to discuss future steps for early implementation of the project.

Shri Kishori Mohan Bakshi (Gladstone Lyall) was in the Chair. The following Unions were represented in the Meeting.

1. Scindia Employees' Union.
2. Lionel Edwards & India Steamship
3. Khemkas
4. Bharat Line
5. Surendra (Overseas)
6. Hoare Miller
7. Gladstone Lyall
8. Java Bengal, and
9. Great Eastern Shipping.

Shri Kamal Sarkar, Assistant Secretary, Federation of Mercantile Employees' Unions attended by special invitation.

Shri K.K. Bhattacharyya (Scindia), Jt. Convenor reported on the latest development in Bombay where a Preparatory Committee had already been formed. Bombay Unions had also appointed a Sub-Committee for drafting a constitution. Shri Bhattacharyya told the meeting that as their original contemplation was to form an All-India Federation he had requested the Convenor of the Bombay Committee to wait till the aims and objects of the Federation were broadly outlined and certain principles were agreed upon both by Calcutta and Bombay as the basis for such a constitution.

It was, therefore, necessary that the aims and objects should be broadly outlined immediately in order to facilitate uninterrupted progress of the ground work. Sri Bhattacharyya then announced that the aims and object of the proposed Federation should be as follows:-

- a) To establish a Horizontal Trade Union Organisation in the Shipping Industry - to promote the idea of one Organisation in one Industry.
- b) To mould the National Policy in respect of the Shipping Industry
- c) To Safeguard the security of service of people engaged in the Shipping Industry
- d) To bring pressure upon the Government for betterment of service conditions of employees serving in the Shipping Industry; and
- e) To extend effective help and assistance towards the growing Trade Union Movement in the country on an All India basis.

After Sri Bhattacharyya explained all these points fully the aims and objects were unanimously accepted. Sri Bhattacharyya then called upon Sri Debkumar Mukherjee (Lionel Edwards & I.S.S.) Jt. Convenor, to propose future steps to be taken in this connection.

Shri Mukherjee said that effective steps should be taken without delay to give concrete shape to their idea. He proposed that different units should hold their Executive Committee Meetings with

this particular item on the Agenda and the Project should have formal support of different units before any positive steps could be taken for its implementation. Such meeting should be attended by Preparatory Committee members, at least two who could explain the idea before the Executive Committee members of different units and all the meetings should be finished preferably by the first week of May.

Sri Ranjit Goswami (Hoare Miller) suggested that different units should inform the Convenors when they could hold their meetings, so that the Convenors could be in a position to arrange that as many members of the Preparatory Committee as possible could attend these Meetings. Such intimations should reach the Convenors as early as possible.

Shri Debkumar Mukherjee then proposed that fresh contact sheets be issued to different units and the Convenors be provided with the necessary data and informations specified in these sheets within a week, so that persons authorised to draft the Constitution should not find any difficulty for want of necessary details.

Sri Mukherjee finally proposed that a Sub-Committee for drafting the Constitution be formed immediately. He referred to the aims and objects accepted by the meeting and said that their intention was obvious. An All-India body should be formed. But in the light of the talks Sri Bhattacharyya had with leaders of Bank, Engineering, Petroleum and Insurance Workers' Federation, Sri Mukherjee said that there should be provisions for effective regional control.

Shri Bhattacharya said that regional machineries should be set up for dealing with regional disputes or problems affecting individual units of a particular region, but for handling matters of All-India importance such as to decide policy matters, to make representation before the Government etc. etc., a Central Organisation could only be competent.

Sri Ranjit Goswami suggested that the constitution drafting body should carefully consider how Managing Agency Firms having multifarious kinds of business including shipping could join the proposed Federation, as their peculiar status was likely to create certain difficulties.

Sri Mukherjee accepted this suggestion and said that certain other factors should also be borne in mind by this body. The proposed Federation would have nothing to do with the Seamen for the time being. Only the Shore-Staff engaged in the Shipping Industry should be brought into its folds. This organisation will however always try to keep a close contact with other organisations connected with the waterfront e.g. Port and Dock Workers, Seamen, Maritime Union etc. Sri Mukherjee also said that there had been some apprehension in some quarters that political elements might be taking advantage of the Federation. Under the circumstances, the constitution drafting body should bear in mind that the Proposed Federation would have nothing to do with political elements as such. But if and when necessary, all possible help and guidance might be sought from Trade Unions of different shades of opinion and their leaders. Membership of the Federation or any other body set up by it should be confined to the different affiliated units and representatives authorised by them.

Then, following a proposal made Sri Ranjit Goswami and seconded by Shri Sripati Bhattacharjee (Bharat Line) a sub-Committee for drafting the Constitution was formed with the following members:-

1. Shri Anath Roy (Mackinnons)
2. " Manmohan Thakore (Scindia)
3. " K.M. Bakshi (Gladstone Lyall)
4. " Amal Sinha (Lionel Edwards & I.S.S.)
5. " Amalendu Sengupta -do-

and two Convenors (Ex-officio)

Shri Bakshi regretted his inability to accept membership of the Sub-Committee. He was requested to reconsider his decision and the

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:

V. YANI 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

Com. K.G. Srivastav,

Secretary,

All India Trade Union Congress,

4, Asoka Road,

NEW DELHI.

My Dear Com. Srivastav,

Today I sent you the following Express Telegram: "AITUCONG.NEW DELHI.

"Meet External Affairs Ministry. Expedite issue Passport - Iyengar.

This is to confirm the same.

I met the Regional Passport Officer, Madras, today and again renewed my demand for Passport.

He told me that he was waiting for instructions from the External Affairs Ministry in this matter and that they had no choice in the matter. So that is that.

Please therefore move the External Affairs Ministry in the matter and even if they trunk advice the Regional Passport Officer, Madras; it would facilitate my getting the Passport on time to catch the plane to be in Prague on May Day.

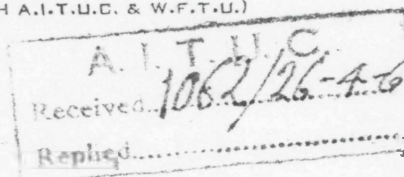
Com. T.R. Ganesan told me that you wanted me to attend the May Day in Prague.

I am therefore awaiting your instructions.

Please advice,

Greetings,
Yours truly,A.S.K. Iyengar
24.4

(A.S.K. Iyengar).



"BHAGAT HOUSE"

173, Broadway,

MADRAS-1.

Ref. No. LB/601/97/61.

Date, 24th April 1956.

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Calcutta Port & Dock Workers' Union

REGD NO. 5020

Affiliated to A. I. T. U. C. & W. F. T. U.

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

President : SRI INDRAJIT GUPTA, M. P.

Ref. PDU/GENL/442

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A. I. T. U. C.	
1098/234-14	
Replied.....	
Dated 26th. April, 1961.	

The Regional Labour Commissioner,
12, Chowringhee Square,
Calcutta.

Dear Sir,

I beg to inform you that the employees of the Calcutta Port have represented to the authorities sometime in October 1960 to pay the difference of allowance as per recommendation of the Second Pay Commission. The Calcutta Port authorities informed in reply to the representation that the matter was under consideration of the Sub-Committee of the Commissioners.

Since then nothing has been heard yet by the employees. It transpires that the Govt. of employees have been paid their differences and it was the intention of the Govt. of India that the employees concerned should be paid within a stipulated period, the entire arrear amount.

In the case of the Port Trust employees it appears that no time limit as desired by the Govt. has been honoured. This has resulted in great discontent amongst the employees.

Under the circumstances we would like to request you to intervene and draw a conciliation proceedings in the matter.

Yours faithfully,

[Signature]
Joint Secretary.

cc: The General Secretary, All India Trade Union Congress, New Delhi.
for information and necessary action. He is requested to take up the matter with the Labour, & Transport Ministry immediately and let us know the steps taken by you for circulation amongst the employees

DELEGATION

Bhagat House
1/73 Broadway
Marras-1
26.4.61

My dear Com. Srivastav,

Yours of 21st April

I once again contacted the Regional Passport Officer, who says that he has not yet recd. any instructions re: issue of Passport to me from the External Affairs Ministry. He has unless they instruct he cannot issue the passport. That's that.

I have obtained the Health Certificate & I shall get the photos ready for a Visa.

AITUC
Received 1102/2844
Replied.....

Please let me know ^{provisionally} if you have booked a seat for me from Marras to Delhi on 4th May or have to I to inform the Airlines & make a provisional booking.

Please contact my brother A S R Chauri who lives at No: 14-E Defence Colony - New Delhi and inform him that I may be going abroad if I obtain the passport. He is also on the phone: 7342

3

You may inform him
that if I am going abroad
I will meet some money
for taking some presents.

Greetings

Asok Sengupta

Info
paper
replied
4/11
20/11

अन्तर्देशीय पत्र
INLAND LETTER



Com. K. G. Srivastava

Secretary

All India Trade Union Congress

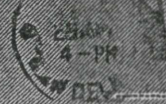
No. 4, Asoka Road

NEW DELHI

First fold

तीसरा मोड़ Third fold

भेजने वाले का नाम और पता :- Sender's name and address :-



Asok Sengupta

1st apt House

1/73 Bora Bora

Mumbai

Second fold

इस पत्र के अन्दर कुछ न रक्विये NO ENCLOSURES ALLOWED

यहाँ काट कर खोलिये To open cut here

27
April 29, 1961

Dear Com. Iyengar,

Yours of 26th inst.

We understand that the authorities here have decided against granting a passport to you. For the time being, there seems to be no possibility of getting this decision reversed.

We are therefore cancelling the booking we made with the Air-India here about your passage.

With greetings,

Yours fraternally,

V.G.

(K.G. Sriwastava)

TELEGRAPHIC ADDRESS
CALCUTTA



287

TELEPHONE
45-1979

BENGAL MARINERS' UNION

(Registered Trade Union No. 64)

AFFILIATED WITH THE ALL INDIA TRADE UNION CONGRESS

Head Office :

27B, CIRCULAR GARDEN REACH ROAD, KIDDERPORE, CALCUTTA

Ref. No. 7/G/N.39/61.

Dated the 3rd May, 1961.

A. I. T. U. C.
Received 1221/5-5-61
Replied.....

The Registrar of Trade Unions,
Government of West Bengal,
New Secretariat Buildings,
11th Floor,
1, Hastings Street,
CALCUTTA-1.

Dear Sir,

YOUR LETTER NO.1407...TUR..DATED 11.4.61.

It is surprising that how you could write this letter. Our Annual Returns have always been duly submitted.

Please look into your file and you shall find that I, Mansoor Gilani, General Secretary of Bengal Mariners' Union have submitted the Annual Returns in time.

I think you meant this letter to Shree. Jehangir Kabir who poses himself to be the General Secretary of Bengal Mariners' Union and whom I think you recognise inspite of Tribunal and Civil court judgement.

Please look into your file and correct yourself.

- ✓ c.c. Mr. S.A. Dange, M.F.,
- c.c. Sri. Joti Bose, M.L.A.,
- c.c. Dr Ranen Sen. M.L.A.,

Yours faithfully,

For & on behalf of
BENGAL MARINERS' UNION.

Mansoor Gilani
General Secretary.

We have received no such Return. It is after all still matter. They can just check up with the Registrar's office. 2/5/61

Pl. check up with the Registrar's office. 2/5/61

1627

Received.. 1213/5-5-61
Replied.....

TO BE PUBLISHED IN THE GAZETTE OF INDIA PART II,
SECTION 3 SUB-SECTION (ii)

Government of India,
Ministry of Labour and Employment.

287

Dated Now Delhi, the

NOTIFICATION.

S.O. The following draft of a scheme further to amend the Cochin Dock Workers (Regulation of Employment) Scheme 1959, which the Central Government proposes to make in exercise of the powers conferred by sub-section (1) of section 4 of the Dock Workers (Regulation of Employment) Act, 1948 (9 of 1948), is published as required by the said sub-section for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 10th June, 1961.

Any objections or suggestions which may be received from any person with respect to the said draft before the date so specified will be taken into consideration by the Central Government.

Draft Amendment

1. This Scheme may be called the Cochin Dock Workers (Regulation of Employment) Amendment Scheme, 1961.

2. In the Cochin Dock Workers (Regulation of Employment) Scheme, 1959, after clause 55, the following clause shall be inserted, namely -

"56. Power to give directions.- The Central Government may give directions to the Board as to the carrying into effect of all or any of the provisions of the Scheme and the Board shall comply with such directions."

[527(7)/61-Fac.]

P. D. Gaiha
(P.D. Gaiha)
Under Secretary.

To:
The Manager,
Government of India Press,
NEW DELHI.

415

3. The Secretary, Bombay Dock Labour Board,
Jannabhoomi Chambers, Fort Street, Bombay.
4. The Secretary, Madras Dock Labour Board,
North Beach Road, Madras.
5. The Chairman,
Cochin Dock Labour Board,
Cochin Harbour, Cochin.
6. The Chairman,
Vizagapatam Dock Labour Board,
Vizagapatam Port, Vizagapatam.
7. The Ministry of Transport, New Delhi.
8. The Chief Labour Commissioner (Central), New Delhi.
9. The General Secretary, The Employers' Federation of
India, Army & Navy Building, 148, Mahatma Gandhi
Road, Bombay.
10. The General Secretary, All India Organisation of
Industrial Employers, Federation House, Bazar Road,
New Delhi.
11. The General Secretary, the All India Manufacturers'
Organisation Co-operative Assurance Building, 4th
Floor, Sir Ferozeshah Mehta Road, Bombay-1.
12. The General Secretary, the Indian National Trade Un'
Congress, 17, Janpath, New Delhi.
13. The Secretary, Hind Mazdoor Sabha, Servants of India
Society's Home Sardar Patel Road, Bombay 4.
14. The General Secretary, The United Trade Union Congr
249, Bowbazar Street, 1st Floor, Calcutta-12.
15. The General Secretary, The All India Trade Union
Congress, 4, Ashoka Road, New Delhi.
16. The General Secretary, Indian National Dock Workers
Federation Mazdoor Karyalaya, Congress House,
Bombay-4.
17. The General Secretary, All India Port and Dock
Workers' Federation, Port Shramik Bhawan, 26,
Dr. Sudhir Basu Road, Calcutta-23.
18. The Lok Sabha Secretariat.

J. D. Tewari

(J.D. Tewari)
for Under Secretary.

(287)

171

TO BE PUBLISHED IN THE GAZETTE OF INDIA PART II, SECTION
3 SUB SECTION (ii)

GOVERNMENT OF INDIA
MINISTRY OF LABOUR & EMPLOYMENT

A. I. T. U. C
Received. 13714/16-5-61
Replied.....

DATED NEW DELHI, THE

NOTIFICATION

15 MAY 1961

S.O. In exercise of the powers conferred by sub-section (1) of section 4 of the Dock Workers (Regulation of Employment) Act, 1948 (9 of 1948), the Central Government hereby makes the following Scheme further to amend the Cochin Dock Workers (Regulation of Employment) Scheme, 1959, the same having been previously published as required by the said sub-section, namely:-

A M E N D M E N T

1. This Scheme may be called the Cochin Dock Workers (Regulation of Employment) Amendment Scheme, 1961.
2. In the Cochin Dock Workers (Regulation of Employment) Scheme, 1959, in sub-clause (1) of clause 52, in the second sentence, the following words shall be added at the end, namely:-
" and the amount payable by way of such levy shall not be less than such amount as the Board may fix as the minimum payable by every registered employer."

[174(8)/59-Fac]

P. D. Gaiha
(P. D. Gaiha)
Under Secretary

To

The Manager,
Government of India Press,
New Delhi.

a.nil
Ram/3/5

Copy to:-

Law
415
for Under Secretary

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

(TO BE PUBLISHED IN THE GAZETTE OF INDIA PART II, SECTION
3 SUB SECTION (ii))

GOVERNMENT OF INDIA
MINISTRY OF LABOUR & EMPLOYMENT

Dated New Delhi, the 17-5-61

NOTIFICATION

S.O. The following draft of a scheme further to amend the Calcutta Unregistered Dock Workers (Regulation of Employment) Scheme 1957, which the Central Government proposes to make in exercise of the powers conferred by sub-section (1) of section 4 of the Dock Workers (Regulation of Employment) Act, 1948 (9 of 1948), is published as required by the said sub-section for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 15th June 1961.

Any objections or suggestions which may be received from any person with respect to the said draft before the date so specified will be taken into consideration by the Central Government.

Draft Scheme

1. This scheme may be called the Calcutta Unregistered Dock Workers (Regulation of Employment) Amendment Scheme, 1961.
2. After clause 9 of the Calcutta Unregistered Dock Workers (Regulation of Employment) Scheme, 1956, hereinafter referred to as the said Scheme, the following clauses shall be inserted, namely:-

"9-A Classification of workers in the list.

(1) The Board shall arrange for the classification of workers by categories in the list and prepare and maintain a separate sub-list of workers for each of the categories mentioned in sub-clause (2). The names of workers in each sub-list shall be so arranged that the names of workers under the employment of each listed employer are grouped together for the purpose of facilitating their employment under the second proviso to sub-clause (2) of clause 9-B.

(2) Dock workers listed under the Scheme shall be classified into the following categories, namely:-

- (a) Chipping workers,
- (b) Painting workers,
- (c) Baggers,
- (d) Stitchers,
- (e) Salt workers*,
- (f) Workers employed on vessels for coal stevedoring and coal bunkering work.

Note:-* This will cover chapadars, slicemen, chamchias and tally clerks.

9-B Pool of listed workers (1) Each sub-list of workers prepared under sub-clause (1) of clause 9-A, shall constitute a pool of workers for the category to which the said list relates.

(2) The listed workers in each pool shall be allotted work by rotation as far as practicable:

Provided that where work is carried on by a gang, the allotment of work by rotation shall be by gangs:

Provided further that each listed employer shall be entitled to employ his monthly workers and the workers listed in his group in preference to other listed workers in the pool.

9-C. Association of listed employers. In respect of each pool of workers, the listed employers, having their own workers in that pool, shall form themselves into an Association. The Association shall be responsible for complying with the provisions of sub-clauses (1) and (3) of clause 9-D and sub-clause (5) of clause 11.

9-D. Common call point for listed workers:-

(1) Each Association of employers shall prescribe a common call point for the workers in the pool with which the Association is concerned.

(2) The listed workers of each pool shall report at the call point prescribed for their pool at such times and remain there for such time as may be prescribed by the Association.

(3) The Association shall make adequate arrangements-

- (i) for the reporting of listed workers at the call point in accordance with sub-clause (2);
- (ii) for allotment of work by rotation in accordance with sub-clause (2) of clause 9-B;
- (iii) for making direct payment of wages and allowances in accordance with sub-clause (4) of clause 11;
- (iv) for such other incidental and supplementary matters as may be necessary or expedient.

9-E Special provisions for baggers.- (1) The baggers shall be employed in gangs, each gang consisting of four workers.

(2) Each gang of baggers allotted work shall be supplied by the Association with a certificate of their output at the end of the shift in which the gang worked.

3. In clause 11 of the said Scheme,-

- (i) for sub-clauses (3), (5) and (8), the following sub-clauses shall respectively be substituted, namely:-

"(3) A listed employer shall prepare at the end of each month a statement separately for each category of listed workers employed by him, showing the number of days for which each worker was employed by him and the payments made to each worker.

(5) At the end of each month a listed employer shall make a summary of the monthly statements referred to in sub-clause (3) and submit it to the appropriate Association of listed employers within a fortnight of the commencement of the next month. The Association shall consolidate the statements received from the individual listed employers and after checking them to the extent possible forward a consolidated statement to the Board before the expiry of the month following that to which the statement relates. Each listed employer shall also maintain such registers and records as the Board may require and submit them along with any other return and information as may be required by it through the appropriate Association, which shall consolidate them and then forward to the Board. All registers, records and returns shall be made available for inspection by the officers of the Board whenever required.

(8) Subject to the provisions of sub-clause (2) of clause 9-B, a listed employer shall not engage a worker of the category mentioned in sub-clause (2) of clause 9-A who is not listed so long as a worker of the same category is available for employment in the pool. If the number of workers in the pool is not sufficient for the work available, the employer may employ to the extent possible the workers available for work in other pool or pools provided that such workers are considered suitable by the employer, and if there is no such suitable worker, the employer may employ unlisted workers."


(ii) Sub-clause (9) shall be omitted.

4. For paragraph (a) of sub-clause (3) of clause 12, the following paragraph shall be substituted, namely-

"(a) report at the common control point in accordance with sub-clause (2) of clause 9-D; and "

5. In clause 13 of the said Scheme for the word and figure "clause 1", the words, brackets and figures "clause 1 and sub-clause (8) of clause 11" shall be substituted.

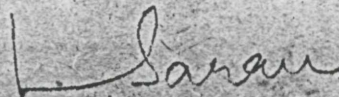
6. In sub-clause (4) of clause 14, of the said Scheme for the words "by whom that worker is employed", the words "with whom that worker is listed" shall be substituted.


(B.K. Bhattacharya)
Deputy Secretary

To

The Manager,
Govt. of India Press, New Delhi.

✓ No. Fac. 529(11)/60


For Deputy Secretary

Calcutta Port & Dock Workers' Union

RECD NO. 5020

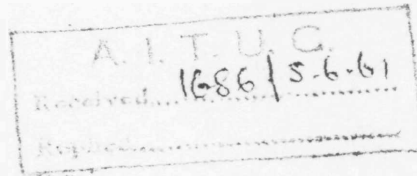
Affiliated to A. I. T. U. C. & S. F. T. U.

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

President : SRI INDRAJIT GUPTA, M. P.

Ref. PDU/TUC/522

Dated 3rd June 1961.



Dear Com. K. G.,

Our attention has been drawn to a news flashed by the F.T.I. that the report of the Jeejeebhoy Committee is now being printed on a high priority basis to be forwarded to Port Authorities for immediate implementation.

As all of us are keenly interested to have copies of the said report and there is no likelihood that Port Federation will pass over a copy to us, I would like to request you to use your good offices so that copies of Jeejeebhoy Committee's report is secured and posted at the first available opportunity to our office.

TREAT THIS AS MOST URGENT.

More in the next despatch.

With greetings,

Comradely yours,

Debkumar Ganguly
(Debkumar Ganguly)

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

June 7, 1961

Com. Debkumar Ganguly,
Calcutta Port & Dock Workers Union,
Calcutta

Dear Com. Ganguli,

Thank you for your letter of 3rd June.

The report is not being dealt with by the Labour Ministry. It may be with the Transport Ministry. As our MPs are not here at the moment, getting copy otherwise is a bit difficult.

If I succeed, I will send you the copy.

With greetings,

Yours fraternally,

Uro
3/VI
(K.G. Sriwastava)
Secretary

MADRAS PORT UNITED LABOUR UNION

REGD. No. 1680

AFFILIATED TO ALL INDIA TRADE UNION CONGRESS AND WORLD FEDERATION OF TRADE UNIONS

ent :

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

resident :

. T. K. THANGAMANY,
BAR-AT-LAW, M.P.

Secretary :

. CUNNIAH

A. I. T. U. C.

I. R. No. 1787 . Date... 12.6.61. ...

File No..... Replied on.....

1/73, BROADWAY,

Madras-1 10 - 6 - 1961.

For favour of publication:

To

The Editor,

Trade Union Record.

Madras.

A Port Trust Worker Died in an accident.

when bringing meals to an officer of the Madras Port Trust

Devaraj is a worker in the Madras Port Trust (Engineering Dredger department) died on 6-6-'61 near St. Thomas Mount when he was bringing meals in a cycle to an Officer in the Madras Port Trust.

Mr. Watts, Dredger Master II had sent Sri Devaraj who was on duty to bring his meals from St. Thomas Mount contrary to the rules of the Madras Port Trust.

A large number of members of the Madras Port United Labour Union and workers dredger department participated in his funeral procession. Sri A.S.K. Iyengar and Thirugnanasambandam (Navigating Master) paid their Homage, expressed their heart felt condolence to the bereaved family.

S. K. Iyengar
for Secretary.

Phone: 21220.

PHONE: 21220

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

~~XXXXXXXXXX~~

~~XXXXXXXXXX~~

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

~~XXXXXXXXXX~~

~~XXXXXXXXXX~~

" BHAGAT HOUSE "

173, Broadway,

MADRAS-1.

Ref. No. HU/APDT/47/61.

Date, 13th June 1961

A. I. T. U. C.

I. B. No. 1887 Date 16.6.61

File No. Replied on.

My dear Com. Ganguly,

Your letter of 8th June. It is true the PSP leadership in the Federation rattled their swords, but have beaten a hasty retreat. As for Mr. Antony Pillai, he too served a strike notice, but no preparation was ever made for a strike.

Com. G.H. Kale, had written to me about the move of the PSP for a strike-fid even when the ink had not dried up on the Jeejeebhoy Committee Report at Bangalore. He had asked me what I thought about it and I wrote to Com. Kale that the entire move of the PSP is a huge bluff and that we at any rate can have nothing to do with it.

I firmly believe that the time has arrived when we must call off their bluff. You must have seen the way in which the Bombay Transport Union succumbed meekly to Shri Raj Bahadur. No demand was conceded though they pretend that it is a great victory.

Pillai has threatened a strike of Textile Workers here in Madras for 18th June. Bombay Dockers were to go on strike on 15th, but Pillai had told his Port Union Workers that they would go on strike from 18th. So he wanted to wait for 3 days and see if the Bombay strike would continue for 3 days and then to use the Port Strike to boost up the Textile Strike which is also a huge bluff. So that that.

I have not yet seen a copy of Jeejeebhoy's report save what gist appeared in the Press. In any case, I think the recommendations would result in benefits to Calcutta, Madras, Vizagapatam and Cochin. This will be only on the Port side. On the Dock side wages have to be stepped up. If the position in Calcutta regarding Ports and Docks, is encouraging then we

We can achieve substantial gains by proper representations. Com. Dange will be of immense help to us and I am sure that that will go a long way to strengthen our Federation if it comes into being.

In any case, it is necessary to have Com. Dange's views and if he thinks that the situation is ripe for our forming a Federation, then we can all meet Dange either at Delhi or Bombay so as to suit him. If he thinks that the situation is not yet, then let us strengthen our position at Calcutta and a few months hence see what we can do.

I personally feel that we must have some organization through which we could talk to the Government of ~~India~~ India.

As soon as I get a copy of Jeejeebhoy's report I shall write to you again. In the meanwhile let us keep informing one another of our position in our respective Ports.

Greetings,

Yours fraternally

A. S. K. S. S. S.
14.6

Copy to:

- (1) Com. G.H. Kale,
- (2) Com. S.A. Dange, ✓
- (3) Com. Bhadrani - Vizagapatam,
- (4) Com. Abu and Rajan - Cochin,
- (5) Com. Kolhatkar - Bombay,
- (6) Com. *Sh. al - Kondala*
- (7) AITOC. Office - New Delhi.

See G.S. file
U.S.
15/6

No. 183/1/58-Fac.
GOVERNMENT OF INDIA
MINISTRY OF LABOUR & EMPLOYMENT

287

A. J. T. U. C.
I. R. No. 2384 Date 20.7.61
I. R. No. Replied on.....

From

Shri R.C. Saksena,
Under Secretary to the Govt. of India

To

Dated New Delhi, the

Subject:- Dock Workers (Safety, Health and Welfare) Scheme, 1961.

Sir,

I am directed to forward for information a copy of this Ministry's notification No. SO 1540 dated 20th June 1961 (published in the Gazette of India Part II, Sub-section (ii) of Section 3, dated the 1st July 1961) on the above subject.

Yours faithfully,

R.C. Saksena

(R.C. Saksena)
Under Secretary

h.s.

*Send copy to
Congress (Trade Union)
20th July 1961*

12. The General Secretary, The All India Trade Union Congress, 4 Ashoka Road, New Delhi.

③

GOVERNMENT OF INDIA
MINISTRY OF LABOUR & EMPLOYMENT

Dated New Delhi, the 19th June, 1961.

NOTIFICATION

S.O. 1540.....In exercise of the powers conferred by sub-section (1) of section 4 of the Dock Workers (Regulation of Employment) Act, 1948 (9 of 1948), the Central Government hereby makes the following Scheme for the major ports, the same having been previously published as required by the said sub-section, namely:-

Dock Workers (Safety, Health and Welfare) Scheme, 1961.

Part I

GENERAL

1. Short title, extent and commencement

- (1) This Scheme may be called the "Dock Workers (Safety, Health and Welfare) Scheme, 1961."
- (2) It shall apply to major ports.
- (3) It shall come into force on the 1st October, 1961 except paragraphs 12(2), 16, 19, 20 and 21 which shall come into force on such date or dates as may be notified in the Official Gazette by the Central Government.

2. Definitions.

In this Scheme, unless the context otherwise requires-

- (1) "Act" means the Dock Workers (Regulation of Employment) Act, 1948 (9 of 1948);
- (2) "Competent person" for the purposes of paragraphs 32 to 35 means an official of a workshop in India approved for any of the specified purposes in respect of testing, examination, annealing or certification of plant, lifting machinery or gear by the Central Government or by an authority nominated by the Central Government in that behalf, and includes any other person who is recognised as a 'competent person' for the purposes of the national regulations in force in other countries for the implementation of the Protection against Accidents (Dockers) Convention (Revised) 1932 adopted by the International Labour Conference;
- (3) "Dock" means any dock, wharf or quay and shall include any warehouse or store place belonging to owners, trustees or conservators of, and situated in or in the vicinity of, the dock, wharf or quay and any railway line or siding on or used in connection with the dock, wharf or quay but not forming part of a State railway;
- (4) "Form" means a form appended to this Scheme;
- (5) "Inspector" means any person appointed under section 6 of the Act;
- (6) "Port Authority" means the person having the general management and control of dock; provided that if any other person has, by exclusive right to occupation of any part of a dock, acquired the general management and control of such part, he shall be deemed to be the "Port Authority" in respect of that part;
- (7) "Schedule" means a Schedule appended to this Scheme;

(8) the words "dock worker" and "employer" have the meanings assigned to them under the Act;

3. Powers of Inspectors

(1) An Inspector may enter with such assistance (if any) as he thinks fit, any dock or vessel where dock workers are employed, and -

- (i) inspect, examine any building, plant, machinery, appliance or equipment used in connection with the loading, unloading, movement or storage of cargoes or in connection with the preparation of ships or other vessels for the receipt or discharge of cargoes or leaving port;
- (ii) examine any register or other document relating to the employment of dock workers.
- (iii) take on the spot or otherwise the statements of any persons or hold enquiries which he may consider necessary for carrying out the purposes of this Scheme, provided that no person shall be compelled to answer any question or give any evidence tending to incriminate himself.

(2) The Port Authorities, the employers of dock workers and owners of machinery or plant shall afford all reasonable facilities to the Inspector for entry, inspection, examination or enquiry under this Scheme.

4. Notice of accidents and dangerous occurrences.

(1) Notice of any accident in a dock which either -

- (a) causes loss of life to a dock worker, or
- (b) disables a dock worker from work on which he was employed for the rest of the day or shift in which the accident occurred,

shall forthwith be sent by telegram, telephone, special messenger or written message within four hours of the occurrence,

- (i) the Inspector notified for the purpose;
- (ii) the relatives of the dock worker when the accident causes loss of life to the dock worker or is likely to disable the dock worker from work for more than ten days; and
- (iii) in the case of fatal accidents only,
 - (a) the officer-in-charge of the nearest Police Station, and
 - (b) the District Magistrate or if the District Magistrate by order so directs, the Sub-Divisional Magistrate;

Provided that a notice of any accident of which notice is sent in accordance with the requirements of the Explosives Act, 1884 (4 of 1884) or the Petroleum Act, 1934 (30 of 1934) or the Indian Dock Labourers' Act, 1934, (19 of 1934) need not be sent in accordance with this sub-paragraph.

(2) In ^{the} case of accidents falling under sub-paragraph 1(b), the injured person shall be given first aid and thereafter immediately conveyed to a hospital or other place of treatment.

(3) Where any accident causing disablement is notified under sub-paragraph (1) and after notification thereof results in the death of the dock worker disabled, notice in writing of the death shall be sent to the authorities mentioned in that sub-paragraph immediately the death occurs.

(4) The following classes of dangerous occurrences shall forthwith be reported to the Inspector in the manner described in sub-paragraph (1) whether death or disablement is caused or not

- (i) collapse or failure of a lifting machinery used in raising or lowering of persons or goods, and breakage or failure of ropes, chains, or other appliances forming part of lifting machinery or the over turning or displacement of a crane;
- (ii) collapse or subsidence of any wall, floor, gallery, roof, platform, staging and means of access provided in accordance with this Scheme;
- (iii) bursting of a vessel containing steam under pressure greater than atmospheric pressure other than plant which comes within the scope of the Indian Boilers Act, 1923;
- (iv) explosion or fire causing damage to any room or place in which dock workers are employed;
- (v) explosion of a receiver or vessel used for the storage, at a pressure greater than atmospheric pressure, of any gas or gases (including air) or any liquid or solid resulting from the compression of gas.

(5) Every notice given under sub-paragraph (1) or every report made under sub-paragraph (4) shall be confirmed within seventy-two hours of the occurrence by sending a written report to the Inspector in Form I provided that in case of an accident under clause (b) of sub-paragraph (1), such written report need be sent only when the dock worker is disabled from work on which he was employed for more than fortyeight hours immediately after the accident.

5. Notification of certain Diseases:

(1) When a dock worker contracts any disease specified in Schedule I a notice in Form II shall be sent forthwith to the Inspector.

(2) If any medical practitioner attends on a dock worker who is or was employed in the dock and who is, or is believed by the medical practitioner to be, suffering from any disease specified in the aforesaid Schedule, the medical practitioner shall without delay send, addressed to "Chief Adviser Factories, Ministry of Labour and Employment, New Delhi", a notice stating the name and full postal address of the patient and the disease which in the opinion of the medical practitioner the patient is suffering from, and the name and other particulars of the dock or of the place in which the patient is or was last employed.

Any medical practitioner who fails to send any notice in accordance with the requirements of this sub-paragraph shall be liable to fine which may extend upto rupees fifty.

6. Duties of Port Authorities etc.

Save as otherwise expressly provided in this Scheme -

(1) It shall be the duty of every Port Authority to comply with the provisions under Part II (Health) and Part III (Welfare) of this Scheme and such of the requirements under Part IV (Safety) of this Scheme as affect the safety in the dock or any part of the dock, where dock workers are employed, and of any dock worker in the course of performance of any work in so far as the requirements fall within the scope of the general management and control of the docks in the port.

(2) (a) It shall be the duty of every employer of dock workers who by himself, his agents or employees, carries on any of the operations in which dock workers are employed, to comply with the requirements of paragraphs 4 and 5 under this Part and

with such of the requirements under Part IV(Safety) of this Scheme as -

- (i) affect any dock worker employed by him in the course of performing any work on his behalf;
- (ii) relate to any work, act or operation performed or about to be performed by such employer.

(b) It shall also be the duty of every employer of dock workers who by himself, his agents or employees, erects or alters any staging or works or uses machinery or plant or part thereof to which this Scheme applies, to comply with such of the requirements under Part IV (Safety) of this Scheme as relate to the erection or alteration of the staging and to work or use the machinery or plant in a manner which complies with the provisions relating thereto under Part IV(Safety) of this Scheme.

(3) It shall be the duty of the owner of machinery or plant to erect, instal and maintain the machinery or plant in a manner which complies with the provisions relating thereto under Part IV (Safety) of this Scheme.

(4) It shall be the duty of every dock worker to comply with the requirements of such paragraphs as relate to the performance of an act by him and to cooperate in carrying out the requirements of this Scheme, and if he discovers any defect in the dock, staging, machinery or plant, to report such defect without unreasonnable delay to his employer, his foreman or other person in authority.

7. Other Obligations of dock workers.

(1) No dock worker shall wilfully interfere with or misuse any means, appliance, convenience or other equipment provided in pursuance of this Scheme for the purposes of securing the health, safety or welfare of the dock workers, and where any means, appliance, convenience or equipment for securing health, safety or welfare is provided for the use of any such dock worker under this Scheme, he shall use the means, appliance, convenience or equipment. No dock worker shall wilfully and without reasonable cause do anything likely to endanger himself or others.

(2) No dock worker shall, unless duly authorised or in case of any emergency, remove or interfere with any fencing, plant or machinery, ladder, life-saving means or appliances, lights, staging or other things whatsoever required to be provided under this Scheme. If removed, such things shall be restored at the end of the period during which their removal was authorised or at the end of the emergency, as the case may be, by the persons last engaged in the work that necessitated such removal.

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P A R T II
H E A L T H -

8. Cleanliness:

Every place in the dock where dock workers are employed, and all areas in the dock which are in proximity to the place in the dock where dock workers are employed, shall be kept clean and free from rubbish or effluvia arising from any drain, privy or other nuisance.

9. Drinking Water:

(1) In every dock, effective arrangements shall be made to provide and maintain at suitable points conveniently situated for all dock workers employed therein a sufficient supply of wholesome drinking water.

(2) All such points shall be legibly marked "drinking water centre" in a language understood by a majority of the dock workers employed in the dock, and no such point shall be situated within 5 meters (20 feet) of any washing place, urinal or latrine unless a shorter distance is approved in writing by the Inspector.

(3) In every dock, the drinking water supplied to the dock workers shall during hot weather every year, be cooled by ice or other effective method:

Provided that if ice is placed in the drinking water, the ice shall be clean and wholesome and shall be obtained only from a source approved in writing by the Health Officer of the Port.

(4) The drinking water centres shall be sheltered from the weather and adequately drained.

(5) Every drinking water centre shall be maintained in a clean and orderly condition and if necessary shall be in charge of a suitable person who shall distribute the water. Such person shall be provided with clean clothes while on duty.

(6) Storage tanks or containers shall be always kept in clean and hygienic condition.

(7) The Inspector may by order in writing direct the Port Authority to obtain, at such time or at such intervals as he may direct, a report from the Health Officer of the Port as to the fitness for human consumption of the water supplied to the workers, and in every case to submit to the Inspector a copy of such report as soon as it is received from the Health Officer.

10. Latrines and Urinals.

(1) In every dock, sufficient latrine and urinal accommodation shall be provided and shall be conveniently situated and accessible to dock workers at all times while they are at work.

(2) Separate enclosed accommodation shall be provided for male and female workers wherever female workers are likely to be employed. Such accommodation shall be adequately lighted and ventilated.

(3) The floors and internal walls, up to a height of at least 90 cm (3 feet), of the latrines and urinals and the sanitary blocks shall be laid in glazed tiles or otherwise finished to provide a smooth polished impervious surface.

(4) All such accommodation shall be maintained in a clean and sanitary condition at all times. The floors, portions of the walls of sanitary blocks upto a height of 90 cm (3 feet) so laid or finished as to provide smooth polished impervious surface and the sanitary pans of latrines and urinals shall be thoroughly swept and cleaned at least once a day with suitable detergents or disinfectants or with both.

(5) Every latrine shall be under cover and so partitioned off as to secure privacy, and shall have a proper door and fastenings.

(6) The walls, ceilings and partitions of every latrine and urinal shall be whitewashed or colour-washed and the white-washing or colour-washing shall be repeated at least once in four months:

Provided that this sub-paragraph shall not apply to latrines and urinals, the walls, ceilings or partitions of which are laid in glazed tiles or otherwise finished to provide a smooth polished impervious surface and that they are washed with suitable detergents and disinfectants at least once in four months.

(7) Where piped water supply is available a sufficient number of water taps, conveniently accessible, shall be provided in or near such latrine accommodation.

(8) When piped water supply is not available, provision shall be made to store adequate quantity of water near the latrine.

11. Spittoons.

(1) In every ware-house or store-place in a dock where dock workers are likely to be employed there shall be provided a sufficient number of spittoons in convenient places and they shall be maintained in a clean and hygienic condition.

(2) No person shall spit within such ware-houses or store-places except in the spittoons provided for the purpose and a notice containing this provision and the penalty for its violation shall be prominently displayed at suitable places.

(3) Whoever spits in contravention of sub-paragraph (2) shall be punishable with fine not exceeding five rupees.

(4) The spittoons shall be of one of the following types:-

(a) a galvanized iron container with a conical funnel shaped cover. A layer of suitable disinfectant liquid shall always be maintained in the container; or

(b) a container filled with dry, clean sand, and covered with a layer of bleaching powder; or

(c) any other type approved by the Inspector.

(5) The spittoon mentioned in sub-paragraph 4(a) shall be emptied, cleaned and disinfected at least once every day; and the spittoon mentioned in sub-paragraph 4(b) shall be cleaned by scrapping out the top layer of sand as often as necessary or at least once every day.

12. Lighting:

(1) All places in a dock where dock workers are employed and any dangerous parts of the regular road or pathway over the dock forming the approach to any such place from the nearest highway, shall be safely and efficiently lighted.

(2) The general illumination in areas on the dock where dock workers have to pass shall be at least 5 lux (0.5 ft. candle) and at places where dock workers are employed, the illumination shall be at least 20 lux (2 ft. candles), without prejudice to the provision of any additional illumination needed at particularly dangerous places.

(3) The means of artificial lighting shall, so far as is practicable, be such as to prevent glare or

formation of shadows to such an extent as to cause risk of accident to any dock worker.

13. Ventilation and Temperature:

Effective and suitable provision shall be made in every dock for securing and maintaining in every building or an enclosure where dock workers are employed adequate ventilation by the circulation of fresh air, and such temperature and air movement as will secure to dock workers therein reasonable conditions of comfort and prevent injury to health.

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P A R T III
W E L F A R E

14. Washing Facilities:

(1) In every dock, adequate and suitable facilities for washing shall be provided and maintained for the use of the dock workers employed therein and such facilities shall be conveniently accessible and shall be kept in a clean and orderly condition.

(2) The washing facilities shall include.-

(i) (a) a trough with taps or jets at intervals of not less than 60 cm (2 feet); or

(b) wash-basins with taps attached thereto; or

(c) taps on stand-pipes; or

(d) circular troughs of the fountain type; and

(ii) where dock workers are exposed to skin contamination by poisonous, infectious or irritating substances or oil, grease or dust-showers controlled by taps.

(3) The Inspector may, having regard to the needs and habits of the dock workers, fix the scale in which the aforementioned types of facilities shall be installed in any dock.

(4) (a) Every trough and basin shall have a smooth impervious surface and shall be fitted with a waste pipe.

(b) The floor or ground under and in the immediate vicinity of every trough, tap, jet, wash basin, stand pipe and shower shall be so laid or finished as to provide a smooth impervious surface and shall be adequately drained.

(5) The water supply to the washing facilities shall be adequate having regard to the number of dock workers employed in the dock, and shall be from a source approved in writing by the Health Officer of the Port.

15. First-Aid-Appliances:

(1) In every dock, there shall be provided and maintained so as to be readily accessible during all working hours a sufficient number of first-aid boxes or cup-boards; provided that the distance of the nearest first aid box or cup-board shall be not more than 200 m. (one furlong) from any working place.

(2) Nothing excepting appliances or requisites for first aid shall be kept in the boxes and cupboards referred to in sub-paragraph (1) and all such boxes and cupboards shall be kept in the charge of a responsible person who is trained in first-aid treatment and who shall always be readily available during working hours.

(3) Each first aid box or cupboard shall be distinctly marked "FIRST AID" and shall be equipped with the articles specified in Schedule II:

Provided that where an Inspector is of the opinion that owing to the number of first-aid boxes or cupboards provided and the availability of extra facilities, such as well equipped-ambulance room, the standard prescribed in the said Schedule may be relaxed, he may, subject to confirmation by the Central Government, issue a certificate in writing, specifying the extent to which the relaxation is given: ---

Provided further that before revoking a certificate the Inspector shall give the Port Authorities a reasonable opportunity to make its representation.

(4) A sufficient number of standard Army Pattern or "Furley" telescopic handle stretchers complete with slings shall be provided at convenient places so as to be readily available in an emergency.

16. Ambulance Room:

(1) In every dock or in any part of a dock where more than five hundred dock workers are ordinarily employed, there shall be provided and maintained an ambulance room, which shall be in charge of a qualified nurse who shall always be readily available during working hours and the ambulance room shall be in overall charge of qualified medical practitioner.

(2) The ambulance room shall be a separate room used only for the purpose of first-aid treatment and rest. It shall have a floor area of at least 10 sqm. (100 sq. ft.) and smooth, hard and impervious walls and floor and shall be adequately ventilated and lighted by both natural and artificial means. An adequate supply of wholesome drinking water shall be provided and the room shall be equipped with the articles specified in Schedule III.

(3) A record of all cases of accident and sickness treated at the ambulance room shall be kept and produced to the Inspector when required.

17. Ambulances Carriage:

There shall be provided for use at every dock at which the total number of dock workers at any time exceeds fifty, a suitably constructed motor ambulance carriage or launch maintained in good condition for the purpose of the removal of serious cases of accident or sickness, unless arrangements have been made for obtaining such a carriage or launch when required from a hospital or other place situated not more than 3 km. (two miles) from the dock, and in telephone communication therewith.

18. Notices:

Notices shall be exhibited in prominent positions at every dock stating:-

- (a) the position of each first-aid box or cupboard and the place where the person in charge thereof can be found,
- (b) the position of the ambulance room, the stretchers or other appliances, and
- (c) the position of the ambulance carriage or, where it is not provided, the position of the nearest telephone and the name and telephone number of the hospital or other place from which such carriage may be obtained.

19. Canteens:

(1) In any dock or in any part of a dock wherein more than two hundred and fifty dock workers are ordinarily employed, an adequate canteen in or near the dock, shall be provided and maintained, for the use of all dock workers, and shall function at all times when twenty five or more dock workers are employed at a time.

(2) The Port Authority shall submit for the approval of Inspector plans and site plan, in duplicate, of the building to be constructed or adapted for use as a canteen.

(3) An adequate number of mobile canteens shall be provided at every dock with provision for serving tea and light refreshments.

(4) The Central Government may prescribe the standards of accommodation and catering facilities to which the canteen shall conform.

20. Shelters or Rest Sheds, and Lunch Rooms:

(1) In every dock, wherein more than one hundred and fifty dock workers are ordinarily employed, adequate and suitable shelters or rest rooms and suitable lunch rooms, with provision for drinking water where dock workers can eat meals brought by them, shall be provided at convenient places and maintained for the use of the dock workers:

Provided that any canteen maintained in accordance with the provisions of paragraph 19 shall be regarded as part of the requirements of this sub-paragraph:

Provided further that, where a lunch room is provided, no dock worker shall eat any food in the precincts of the dock except in such lunch room.

(2) The shelters or rest rooms and lunch rooms to be provided under sub-paragraph (1) shall be sufficiently lighted and ventilated and shall be maintained in a cool and clean condition.

21. Welfare Officers:

(1) In every dock, wherein five hundred or more dock workers are ordinarily employed there shall be employed such number of Welfare Officers as may be prescribed by the Central Government.

(2) The Central Government may prescribe the duties, qualifications and conditions of service of officers employed under sub-paragraph (1).

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P A R T IV
S A F E T Y

Wharves, Quays, Yards and Approaches.

22. Surface:

(1) Every regular approach over a dock which dock workers have to use for going to or from a working place on shore and every such working place shall be

(i) kept adequately clear, as far as practicable from objects that can cause slipping, falling or stumbling,

(ii) kept free from slipping owing to rain or oil by cleaning or may be made safe by strewing sand, ashes, saw-dust or by other suitable means, and

(iii) maintained generally with due regard to the safety of the dock workers.

(2) All areas of a dock shall be kept properly graded in order to facilitate safe access to warehouses and store places and safe handling of cargo and equipment.

(3) Drain pools and catch basins shall be kept covered or enclosed.

(4) All areas of a dock and all approaches on which motor vehicles are used, shall be soundly constructed, surfaced with good-wearing material and sufficiently even to afford safe transport of cargo, and shall be properly maintained.

23. Fencing of Dangerous Places:

(1) The following parts of a dock and approaches shall, as far as practicable having regard to the traffic and working, be securely fenced so that the height of the fence shall be in no place less than 75 cm. (2ft. 6 inches), and the fencing shall be maintained in good condition:

(a) all breaks, dangerous corners, and other dangerous parts or edges of a dock,

(b) both sides of such foot ways over bridges, caissons, and dock gates as are in general use by dock workers and each side of the entrance at each end of such foot way for sufficient distance not exceeding 4.5 m (5yd.):

Provided that in case of fences which were constructed before the date of commencement of this Scheme, it shall be sufficient if the height of the fence is in no place less than 68 cm. (2ft. 3 inches).

(2) Ditches, pits, trenches for pipes and cables and other hazardous openings and excavations shall be securely covered or adequately fenced.

(3) Where wharves and quays slope steeply towards the water, the outer edge shall be protected as far as practicable.

24. Clearance for passages.

(1). Cargo shall not be so stored or vehicles so placed on any areas of a dock where dock workers are employed as to obstruct access to gangways, cranes and similar appliances and buildings.

(2) Where any space is left along the edge of any wharf or quay it shall be at least 90cm. (3ft.) wide, and shall be kept clear of all obstructions other than fixed structures, plant and appliances in use.

25. Gates.

Where working areas of a dock are enclosed and the traffic warrants, a separate gate or passage shall be provided for pedestrians.

Warehouses and Storeplaces.

26. Construction.

All floors, steps, stairs, passages and gangways of warehouses and storeplaces shall be of sound construction and properly maintained.

27. Floor loading.

(1) The maximum load per square meter to be carried by any floor of a warehouse or storeplace and maximum load of any vehicle used on such floor shall be posted up at conspicuous places.

(2) These maximum loads shall not be exceeded.

28. Stairs.

(1) For every staircase in a warehouse or storeplace, a substantial handrail of a height of at least 90 cm. (3ft) shall be provided and maintained, which if the staircase has an open side shall be on that side, and, in the case of a staircase having two open sides, such a handrail shall be provided and maintained on both sides.

(2) Any open side of staircase shall also be guarded by the provision and maintenance of lower rail or other effective means.

29. Openings.

All openings in floors and walls shall in so far as they present danger, be effectively protected.

30. Means of escape in case of fire.

(1) All warehouses and storeplaces shall be provided with sufficient means of escape in case of fire for the dock workers employed therein and all the means of escape, other than the means of exit in ordinary use, shall be distinctively marked in a language understood by the majority of the dock workers.

(2) A free passageway giving access to each means of escape in case of fire shall be maintained for the use of all dock workers.

(3) In every dock there shall be provided effective and clearly audible means of giving warning in case of fire to every dock worker employed therein.

Lifting Machinery and Gear.

31. Construction and maintenance:

(1) In any dock, all parts, including the working gear, whether fixed or movable, of every lifting machinery and every chain, ring, hook, shackle, swivel or pulley block used in hoisting or lowering shall be -

(i) of good construction, sound material, adequate strength and free from defects;

(ii) properly maintained; and

(iii) thoroughly examined once at least every 12 months and particulars of such examination entered in the register approved by the Inspector.

Explanation:- For the purpose of this sub-paragraph, thorough examination means a visual examination supplemented, if necessary, by other means such as a hammer test, carried out as carefully as the conditions permit, in order to arrive at a reliable conclusion as to the safety of the parts examined; and, if necessary for the purpose, parts of the lifting machinery and gear shall be dismantled.

(2) No lifting machinery and no chain or other appliance shall, except for the purpose of test, be loaded beyond the safe working load which shall be plainly marked thereon.

32. Testing:

(1) No lifting machinery and no chain, ring, hook, shackle, swivel, or pulley block shall be used in hoisting or lowering unless it has been tested and examined by a competent person in the manner set out in Schedule IV and a certificate of such test and examination in the form approved by the Inspector obtained.

(2) All lifting machinery and all chains, rings, hooks, shackles, swivels and pulley blocks which have been lengthened, altered or repaired by welding or otherwise shall, before being again taken into use for hoisting or lowering be adequately retested and re-examined by a competent person and a certificate of such test and examination in the form approved by the Inspector obtained.

33. Annealing:-

All chains, rings, hooks, shackles and swivels used in hoisting or lowering shall, unless they have been subjected to such other treatment as the Inspector may, subject to the confirmation by the Central Government, approve, be effectually annealed under the supervision of a competent person and at the following intervals:-

(i) 12.5 mm. (half-inch) and smaller-chains, rings, hooks, shackles and swivels in general use, once at least in every six months,

(ii) all other chains, rings, hooks, shackles and swivels in general use once at least in every twelve months:

Provided that in the case of such gear used solely on cranes and other hoisting appliances worked by hand twelve months shall be substituted for six months in clause (i) and two years for twelve months in clause (ii):

Provided also that where an Inspector is of opinion that owing to the size, design, material or infrequency of use of any such gear or class of such gear, the requirement of this paragraph as to annealing is not necessary for the protection of dock workers, he may by a certificate in writing and subject to confirmation by the Central Government, exempt such gear or class of gear from such requirement subject to such conditions as may be specified in such certificate.

Particulars of such annealing shall be entered in a register approved by the Inspector.

34. Special gear.

Nothing in the foregoing paragraph shall apply to the following classes of chains and gear:-

- (1) chains made of malleable cast iron;
- (2) plate link chains;
- (3) chains, rings, hooks, shackles and swivels made of steel;
- (4) pitched chains;
- (5) rings, hooks, shackles and swivels permanently attached to pitched chains, pulley blocks or weighing machines;
- (6) hooks and swivels having screwthreaded parts or ball bearings or other case-hardened parts; and
- (7) Bordeaux connections.

Chains and gear aforementioned shall be thoroughly examined by a competent person once at least in every 12 months and particulars of examination entered in the register approved by the Inspector.

35. Ropes:

No rope shall be used in hoisting or lowering unless it is of suitable quality and free from patent defects and, in the case of wire rope, it has been tested and examined by a competent person in the manner set out in Schedule IV and a certificate of test and examination in the form approved by the Inspector obtained.

36. Drivers of cranes, etc:-

No person under 18 years of age and no person who is not sufficiently competent and reliable shall be employed as a driver of the lifting machinery, whether driven by mechanical power or otherwise or for giving signals to a driver.

Transport Equipment and Operations.

37. Cargo Platforms.

(1) Cargo platforms (except those formed by cargo itself) shall be made of sound material, substantially and firmly constructed, adequately supported and maintained in good repair.

(2) Cargo platforms shall-

- (a) be of sufficient size to receive cargo and to ensure the safety of dock workers working on them,
- (b) if of a height exceeding 1.5 m (5 feet), in addition to the requirements of (a) above, be protected on any side, which is not being used for receiving or delivering cargo, by substantial fencing to a height of 90 cm (3 feet) by upper and lower railings or taut ropes or chains with stanchions; and
- (c) be provided with safe means of access, such as ladders or stairs.

(3) Cargo platforms shall not be overloaded.

(4) Portable trestles shall be so placed as to be steady.

38. Conveyors.

(1) Conveyors shall be of sound material, good construction and of sufficient strength to support safely the loads for which they are intended, and shall be kept in good repair.

(2) (i) Conveying machinery shall be so constructed and installed as to avoid hazardous points between moving and stationary parts or objects.

(ii) When a passageway is adjacent to an open conveyor, a clearance of at least 90 cm (3 feet) shall be provided.

(3) When dock workers have to cross over conveyors, regular crossing facilities affording safe passage and adequately lighted shall be provided.

(4) When conveyors that are not entirely enclosed cross over places where dock workers are employed or might pass beneath them, sheet or screen guards shall be provided to catch any material which might fall from the conveyors.

(5) Power-driven conveyors shall be provided at loading and unloading stations, at drive and take-up ends, and at other convenient places, with devices for stopping the conveyor machinery in an emergency.

(6) Adequate fencing shall be provided at transfer point.

(7) Conveyors which carry loads up inclines shall be provided with mechanical devices that will prevent machinery from reversing and carrying the loads back towards the loading point in the event of the power being cut off.

(8) Where two or more conveyors are operated together, the controlling devices shall be so arranged that no conveyor can feed on to a stopped conveyor.

3 ft. (9) Where the tops of hoppers for feeding conveyors are less than 90 cm above the floors the openings shall be adequately guarded.

(i) Where conveyors extend to points not visible from the control stations, they shall be equipped with gongs, whistles or signal lights to be used by the operators before starting the machinery so as to warn dock workers who might be in positions of danger.

(ii) Similar provisions shall be made where necessary to enable the dock workers to communicate with the operator.

(11) Conveyors shall be provided with automatic and continuous lubrication systems, or with lubricating facilities so arranged that oiling and greasing can be performed without the oilers coming within dangerous proximity to moving parts.

(12) Conveyors shall be thoroughly inspected once in every three months.

(13) Dock workers shall not ride on conveyors.

(14) Belt conveyors shall be provided with guards at the nips of belts and drums.

(15) Intake openings of blowers or exhaust fans for pneumatic conveyors shall be protected with substantial metal screens or gratings.

(16) Frames of gravity rollers and chutes shall be kept free of splinters, sharp edges and rough surfaces.

(17) Gravity rollers and chutes shall not be used for the passage of dock workers.

(18) Sideboards of chutes shall be of sufficient height to prevent cargo from falling off.

39. Power Trucks and Hand Trucks.

(1) All truck and tractor equipment shall be of good material, sound construction, sufficiently strong for the purposes for which it is used and maintained in good repair.

(2) All truck and tractor equipment shall be inspected at least once a week by maintenance men or other competent persons, and when any dangerous defects are discovered in a vehicle, it shall be immediately taken out of service.

(3) Fork lift trucks shall be equipped with overhead guards adequate to prevent injury to the operator from falling objects.

(4) The rated capacity of every lift truck shall be marked on the truck so as to be readily visible.

(5) Power trucks and tractors shall be operated only by competent and thoroughly trained drivers.

(6) Power trucks and trailer trucks shall not be loaded beyond their safe carrying capacity.

(7) If loads are carried by two or more fork lift trucks working in unison, none of the trucks shall be loaded beyond three-quarters of its safe working load.

40. Locomotives and wagons:

(1) Sufficient clearance to ensure safety shall be allowed between structures or piles of cargo and railway tracks.

(2) Locomotive drivers shall act only on signals given by an authorised person; provided that stop signals shall always be acted on, irrespective of their source.

(3) Locomotives pulling or pushing wagons shall move dead slow and shall be preceded by a man on foot when passing through an area where dock workers are working.

(4) Where it is necessary to move railway wagons more than a short distance without a locomotive, wagons shall move dead slow and be preceded by a man on foot when passing through an area where dock workers are working.

(5) Before moving railway wagons, train crews shall make sure that all dock workers are out of the wagons and the danger zone.

(6) Cranes, ship's winches and derricks shall not be used to move railway wagons.

(7) No locomotive or wagon shall be moved on a railway line until an efficient sound signal as a warning has been given by the man preceding it on foot to dock workers whose safety is likely to be endangered, or on approaching any curve where sight is intercepted, or any other point of danger to dock workers.

(8) Fly shunting in areas where dock workers are employed shall be prohibited and all trains shall be brought to a full stop before any wagons are cut loose.

(9) When a railway wagon or a group of wagons not directly connected to a locomotive is being moved, a person shall be appointed to control each wagon or group of wagons.

(10) As far as practicable, idle wagons shall not be left standing on quays with short distances between them.

(11) No dock worker shall cross a railway line by crawling or passing underneath a train or wagons or between adjacent wagons thereon where there may be risk of danger from traffic.

(12) When dock workers are required to work between or beneath railway wagons, they shall be provided with a lookout man responsible for giving them any necessary warnings.

(13) No person under 18 years of age shall be employed as a locomotive driver or a shunter.

(14) Dock workers shall not be inside open wagons when —

(a) bulk cargo is being handled by means of grabs;
or

(b) metal stock is being handled by means of electromagnets.

(15) Where open wagons with swinging side doors are being emptied near passageways or walkways, danger signs shall be placed at either end of the exposed sections.

Handling of Cargo

41. Stacking and unstacking.

(1) Where stacking, unstacking, stowing or unstowing of cargo or handling in connection therewith cannot be safely carried out unaided, reasonable measures to guard against accident shall be taken by shoring or otherwise.

(2) Stacking of cargo shall be made on firm foundation not liable to settle and the weight of the cargo shall be such as not to overload the floors.

(3) Cargo shall not be stacked against partition or wall of warehouses or storeplaces unless it is known that the partition or the wall is of sufficient strength to withstand the pressure.

(4) Cargo shall not be stacked to such a height and in such a manner as would render the pile unstable.

(5) Where dock workers are working on stacks exceeding 2.5 m (5 ft.) in height, safe means of access to the stack shall be provided.

42. Handling objects having sharp and projecting parts.

Dock workers handling objects with sharp edges, fins, slivers, splinters or similar dangerous projecting parts, shall be provided with suitable protective equipment.

Staging.

43. Material and Construction.

(1) A sufficient supply of sound and substantial material shall be available in a convenient place or places for the construction of staging.

- (2) All the staging shall-
- (a) be securely constructed of sound and substantial material and shall be maintained in such condition as to ensure the safety of all dock workers; and
 - (b) be inspected at regular and frequent intervals by a competent person.
- (3) All planks intended to be used for staging shall -
- (a) be carefully examined before being taken into use; and
 - (b) be re-examined before they are used again after the stages have been dismantled, by a person qualified to detect faults in timber.
- (4) All planks forming stages shall be fastened to prevent slipping, unless they extend 45 cm (18 inches) or more beyond the inside edge of the thwart/or support on which they rest.
- (5) All stages shall be of sufficient width, as is reasonable in all the circumstances of the case, to secure the safety of the dock workers working thereon. In particular, no stage at a height of 2m (6 ft. 6 inches) or more above the ground, dock bottom, deck or tank top, shall be less than 45 cm (18 inches) wide.
- (6) Planks supported on the rungs of ladders shall not be used to support stages.
- (7) (a) Stages suspended by ropes or chains shall be secured as far as possible so as to prevent their swinging.
- (b) Fibre ropes shall not be used for suspending stages except where such stages are suspended from rope reeved through blocks.

44. Restriction on Employment.

No person under 18 years of age shall be required to work on a ship on a stage above the level of the ground.

45. Precautions against falling Material.

In the case of double banking, where dock workers are required to work on a stage and other dock workers are at work directly beneath such stage, adequate measures shall be taken to prevent the fall of articles or materials. In particular -

- (a) the planks forming a stage on the outside of the ship shall be maintained in such a position that no article or material can fall between them; and

- (b) The inside plank of the upper stage shall be placed as near as possible to the ship's side and the outer plank shall extend beyond the edge of the stage below.

46. Lighting.

(1) All parts of the ship where dock workers are working on stages shall be efficiently lighted.

(2) If portable lamps, including hand lamps carried by the dock workers, are used for any part of such lighting, they shall be maintained in good condition. Oil lamps shall be provided with properly fitted screw lids or stoppers and be so constructed as to prevent, as far as practicable, the development of leaks. Oil or spirit with a flash point below 23°C (73°F) (close test) shall not be used for purpose of lighting.

Dangerous Substances and Environments

47. General Precautions:

(1) Dangerous substances shall only be loaded, unloaded and otherwise handled under the supervision of a competent person who is familiar with the risks and the precautions to be taken.

(2) Special precautions, such as provision of mats, sling nets, boxes and high sided trays or pallets, shall be taken to prevent breakage of or damage to containers of dangerous substances during loading, unloading and otherwise handling.

(3) If containers of dangerous substances are broken or damaged to a dangerous extent, work shall be stopped and the dock workers concerned moved to a safe place until the danger has been eliminated.

(4) Dock workers loading or unloading or otherwise handling dangerous substances shall, where necessary, be provided with suitable protective equipment.

48. Corrosive and caustic substances:

(1) Where corrosive and caustic substances are handled or stored special precautions shall be taken to prevent damage to the containers and render any spillage harmless.

(2) When during handling of any corrosive or caustic substance there is likelihood of any spillage of the substance, no dock workers shall be allowed to work without wearing suitable protective equipment.

(3) Dock workers engaged in the removal of damaged containers containing corrosive or caustic substances shall be provided with suitable protective equipment.

49. Other dangerous substances:

(1) Before fumigated cargo such as grain is loaded or unloaded, adequate measures shall be taken to ensure that the cargo is safe to handle.

(2) If skins, wool, hair, bones or other animal parts have not been certified as having been disinfected, in particular against anthrax, or in cases where a risk of infection is suspected, the dock workers concerned shall:-

- (a) be instructed in the risks of infection and the precautions to be taken, for example by cautionary notices or placards; and
- (b) be provided with suitable protective equipment.

50. Dust, Fume, etc.

In every dock in which by reason of work being carried on by dock workers there is given off any dust or fume or other impurity of such a nature and to such an extent as is likely to be injurious or offensive to the dock workers employed therein, or any dust in substantial quantities, effective measures shall be taken to remove the dust, fumes or other impurities which may be present and to prevent any further ingress thereof, and the employer shall satisfy himself that the space is free from dust, fumes or other impurities and fit for the dock workers to work therein, or shall provide the dock workers working therein with suitable protective equipment.

51. Deficiency of Oxygen.

Before dock workers are permitted to enter tanks or other confined spaces in which rusting or fermentation of organic substances may have caused deficiency of oxygen, such spaces shall be tested by suitable means, such as with a flame safety lamp, for the presence of sufficient oxygen.

52. Fumigated spaces.

Before dock workers are permitted to work in a confined space which has been fumigated, the space shall be certified safe by the authority responsible for fumigation.

Miscellaneous.

53. Machinery.

(1) In every dock, every flywheel and every moving part of any prime-mover and, unless they are in such position or of such construction as to be as safe to every dock worker employed as they would be as if they were securely fenced, every part of transmission machinery and every dangerous part of other machinery (whether or not driven by mechanical power) shall be securely fenced.

(2) Without prejudice to the generality of the provisions of sub-paragraph, all motors, cogwheels, chain and friction gearing, shafting, and steam pipes shall be securely fenced so far as is practicable.

(3) The fencing of dangerous parts of machinery shall not be removed while the machinery is in use, but if removed shall be replaced as soon as practicable and in any case before the machinery is taken into normal use again.

(1)

(4) No part of any machinery which is in motion and which is not securely fenced shall be examined, lubricated, adjusted or repaired except by persons duly authorised.

(5) Machine parts shall only be cleaned when the machine is stopped.

(6) When machinery is stopped for servicing or repairs, adequate measures shall be taken to ensure that it cannot be inadvertently restarted.

54. Electrical Equipment.

(1) Only duly authorised person shall be permitted to install, adjust, examine, repair, displace or remove electrical equipment or circuits.

(2) Efficient and suitably located means shall be provided for cutting off all pressure from every part of the system as may be necessary to prevent danger.

(3) All portable electric equipment shall be inspected by a competent person at least once in every day of use.

(4) Electrical equipment exposed to the weather shall be adequately protected against wet or corrosion.

(5) All ~~non-current-carrying~~ metal parts of electrical equipment shall be earthed or other suitable measures shall be taken to prevent them from becoming live.

(6) Portable or flexible electric conductors shall be kept clear of loads, running gear and moving equipment.

(7) Portable electric lamps shall be used only --

(a) where adequate permanent fixed lighting cannot be provided; and

(b) at a pressure safe in the particular conditions of work.

55. Ladders

(1) All metal, wooden, rope or other ladders that have to be used by dock workers shall be of sound material, good construction and adequate strength for the purpose for which they are intended and shall be properly maintained.

(2) Wooden ladders shall not be painted, but oiled or covered with clear varnish or other transparent preservative.

(3) Where practicable, ladders shall rise, or be provided with an adequate handhold, to a height of 1 m (3ft. 3in.) above the top landing place.

(4) Portable ladders shall not stand on a loose base.

(5) Portable ladders shall be properly placed and secured in place.

(6) No ladder shall be used which has --

(a) a missing or defective rung; or

(b) any rung which depends for its support on nails, spikes or other similar fixing.

(7) All ladders shall be inspected at suitable intervals by a competent person, and if dangerous defects are found in any ladder, the ladder shall be immediately taken out of service.

56. Fire Protection.

(1) Places where dock workers are employed shall, be provided with

- (a) sufficient and suitable fire-extinguishing equipment; and
- (b) an adequate water supply at ample pressure.

(2) Persons trained to use the fire-extinguishing equipment shall be readily available during all working hours.

(3) Fire-extinguishing equipment shall be properly maintained and inspected at suitable intervals.

57. Rescue.

Provision for rescue from drowning of dock workers shall be made and maintained, and shall include -

- (a) supply of life-saving appliances, kept in readiness on the wharf or quay which shall be reasonably adequate having regard to all the circumstances, and
- (b) means at or near the surface of the water at reasonable intervals for enabling a person immersed to support means of escape from the water which shall be reasonably adequate having regard to all the circumstances.

PART V

Miscellaneous

58. Saving.

The provisions of this Scheme shall not operate to the prejudice of the provisions of the Indian Dock Labourers Act, 1934 (19 of 1934) and the Indian Dock-Labourers' Regulations, 1948 made thereunder.

59. Penalties.

(1) Save as otherwise expressly provided in this Scheme whoever being a person whose duty it is to comply with any of the paragraphs in this Scheme contravenes any of its provisions shall be punishable with imprisonment not exceeding three months in respect of a first contravention or six months in respect of any subsequent contravention or with fine not exceeding rupees five hundred in respect of a first contravention or rupees one thousand in respect of any subsequent contravention or with both imprisonment and fine as aforesaid.

(2) Any person who wilfully obstructs an Inspector in the exercise of any of his powers under the Act or fails to produce any register or other document kept in pursuance of this Scheme or conceals or prevents or attempts to prevent any person from appearing before, or being examined by an Inspector, shall be punishable with imprisonment not exceeding three months or with fine not exceeding rupees five hundred or with both.

60. Power to exempt.

The Central Government may, by notification in the official gazette, exempt any dock or part of a dock from all or any of the provisions of this Scheme.

SCHEDULE I

(See paragraph 5)

(List of Notifiable Diseases)

- (1) Lead tetra - ethyl poisoning.
- (2) Manganese poisoning or its sequelae.
- (3) Carbon bisulphide poisoning.
- (4) Benzene poisoning, including poisoning by any of its homologues, their nitro or amido derivatives or its sequelae.
- (5) Anthrax.
- (6) Pneumoconosis.
- (7) Poisoning by halogens ^{or halogen} derivatives of the hydrocarbons of the aliphatic series.
- (8) Primary epitheliomatous cancer of the skin.

SCHEDULE II.

(See paragraph 15 (3))
Equipment required for a First-Aid box or cupboard

1. A copy of the first aid leaflet issued by the Chief Adviser Factories, Ministry of Labour, Government of India, New Delhi.
2. Forty-eight steri-lised finger dressings.
3. Twenty-four sterilised hand or foot dressings.
4. Twenty sterilised large or body dressings.
5. Six small, four large and two extra large sterilised burn dressings.
6. Three 15 gms (half-ounce) packets sterilised cotton wool.
7. A bottle of two per cent, tincture of iodine.
8. A bottle of sal volatile.
9. Eye drops prepared as described in the first-aid leaflet.
10. Set of splints, cotton wool for padding.
11. Spool 10 meters by 2.5 cm (ten yards by one inch), of adhesive plaster.
12. St. John Tourniquet.
13. Eighteen assorted roller bandages in envelopes.
14. Nine triangular bandages in envelopes.
15. Box of safety pins.
16. One pair surgical scissors.
17. Two ounce medicine glass.

SCHEDULE III.

[see paragraph 16(2)]

(Equipment required for an Ambulance Room)

- (i) A glazed sink with hot and cold water always available.
- (ii) A table with a smooth top at least 1.8m x 1.0m (6' x 3' 6").
- (iii) Means of sterilizing instruments.
- (iv) A couch
- (v) Two standard Army Pattern or "Furlly" telescopic handle stretchers complete with slings.
- (vi) Two buckets or containers with close fitting lids.
- (vii) Two rubber hot water bags.
- (viii) A kettle and spirit stove or other suitable means of boiling water.
- (ix) Twelve plain wooden splints 90cm x 10 cm x 6mm (36"x4" x $\frac{1}{4}$ ")
- (x) Twelve plain wooden splints 85cm x 7.5 cm. x 6 mm (14" x 3" x $\frac{1}{4}$).
- (xi) Six plain wooden splints 25 cm x 5cm x 12 mm (10" x 2" x $\frac{1}{2}$ ")
- (xii) Six woollen blankets.
- (xiii) One pair artery forceps.
- (xiv) Two medium size sponges.
- (xv) Six hand towels.
- (xvi) Four "Kindney" trays.
- (xvii) Four cakes carbolic soaps.
- (xviii) Two glass tumblers
- (xix) Two clinical thermometers.
- (xx) Graduated measuring glass with teaspoon.
- (xxi) One eye bath.
- (xxii) One bottle 1kg.(2-lbs) carbolic lotion 1 in 20.
- (xxiii) Three Chairs.
- (xxiv) One screen.
- (xxv) One electric hand torch.
- (xxvi) Four first aid boxes or cup boards stocked to standards prescribed in the Schedule II.
- (xxvii) An adequate supply of anti-tetanus serum.
- (xxviii) One ice cap.
- (xxix) One foot bath.
- (xxx) One all-glass syringe, 10 cc.
- (xxxi) One all-glass syringe, 2 cc.

(SCHEDULE IV)

See paragraph 32 (1)

MANNER OF TEST AND EXAMINATION BEFORE TAKING LIFTING
MACHINERY AND GEAR INTO USE.

(a) Every crane and other hoisting machine with its necessary gear shall be tested with a proof load which shall exceed the safe working load as follows:-

Safe working load	Proof load
Upto 20 tons	25 per cent. in excess.
20-50 tons	5 tons in excess.
Over 50 tons.	10 per cent. in excess.

The said proof load shall be hoisted and swung as far as possible in both directions. In the case of a jib-crane if the jib has a variable radius, it shall be tested with a proof load as defined above at the maximum and minimum radii of the jib. In the case of hydraulic cranes or hoists, where, owing to the limitation of pressure, it is impossible to hoist a load 25 per cent. in excess of the safe working load, it shall be sufficient to hoist the greatest possible load.

(b) Every article of loose gear (whether it is necessary to a machinery or not) shall be tested with a proof load at least equal to that shown against the article in the following table:-

Article of Gear	Proof load
Pitched chains used with hand operated Pulley Blocks and Rings, Hooks, Shackles or Swivels - permanently attached thereto.	One and a half times the safe working load.
Other chains.	Twice the safe working load.
Other Rings.	
Other Hooks	
Other Shackles	
Other Swivels.	
Hand operated Pulley Blocks used with pitched Chains and Rings, Hooks, Shackles or Swivels permanently attached thereto.	One and a half times the safe working load.
Other Pulley Blocks	
Single Sheave Block	Four times the safe working load.
Multiple Sheave Block with safe working load upto and including upto 20 tons.	Twice the safe working load.
Multiple Sheave Block with the safe working load over 20 tons upto and including 40 tons	Twenty tons in excess of the safe working load.
Multiple Sheave Block with the safe working load over 40 tons.	One and a half times the safe working load.

Provided that where an Inspector is of opinion that, owing to the size, design, construction, material or use of any such loose gear or class of such gear, any of the above requirements are not necessary for the protection of dock workers, he may by certificate in writing and subject to confirmation by the Central Government exempt such gear or class of gear from such requirement, subject to such conditions as may be stated in the certificate.

(c) After being tested as aforesaid all machines with the whole of the gear accessory thereto and all loose gear shall be examined, the sheaves and the pins of the pulley block being removed for the purpose, to see that no part is injured or permanently deformed by the test.

(d) In the case of wire rope a sample shall be tested to destruction and the safe working load shall not exceed one-fifth of the breaking load of the sample tested.

NOTE: The expression "ton" means a ton of 1,000kg or 2200 lbs.

FORM I

To be sent to Inspector

Address

REPORT OF ACCIDENT OR DANGEROUS OCCURRENCE

(See paragraph 4 (5))

(See instruction overleaf)

-
1. Name of Employer
 2. Address of employer
 3. Ship, or other exact place where accident or dangerous occurrence happened
 4. Date and hour of accident or dangerous occurrence
 5. (1) Name and address of injured person
 - Sex Age..... Occupation
 - (2) Nature and extent of injuries (e.g. fatal, loss of finger, fracture of leg).
.....
 - (3) By whom treatment was given
 - (4) Was the injured person disabled from work for more than 48 hours?
 - (6) Hour at which injured person started work
 - (7) Cause of accident or dangerous occurrence
.....

8. Accident.

(a) If caused by machinery, state:-

- (i) Name of machine and part causing accident
- (ii) If moved by mechanical power at the time

(b) State exactly what injured person was doing

9. Nature of Dangerous occurrence:

Signature

Date

.....

(to be filled in by Inspector)

Port

Date of Receipt
Accident/Dangerous

Occurrence No.

Causation

Sex

Remarks

(To be printed in the reverse)

INSTRUCTIONS

REPORTS OF ACCIDENTS AND DANGEROUS OCCURRENCES.

(1) Notice of any accident in a dock which either -

- (a) causes loss of life to a dock worker, or
- (b) disables a dock worker from work on which he was employed for the rest of the day or shift in which the accident occurred,

shall forthwith be sent by telegram, telephone, special messenger or written message within four hours of the occurrence, to:-

- (i) the Inspector notified for the purpose;
- (ii) the relatives of the dock workers when the accident causes loss of life to the dock worker or is likely to disable the dock worker from work for more than ten days; and
- (iii) in the case of fatal accidents only,
 - (a) the officer-in-charge of the nearest Police Station, and
 - (b) the District Magistrate or if the District Magistrate by order so directs, the Sub-Divisional Magistrate:

Provided that a notice of any accident of which notice is sent in accordance with the requirements of the Explosives Act 1884 (4 of 1884), or the Petroleum Act, 1934 (80 of 1934), or the Indian Dock Labourers Act, 1934 (19 of 1934) need not be sent in accordance with this sub-paragraph.

(2) In case of accidents falling under sub-paragraph 1(b), the injured person shall be given first aid and thereafter immediately conveyed to a hospital or other place of treatment.

(3) Where any accident causing disablement is notified under this sub-paragraph and after notification thereof results in the death of the dock worker disabled, notice in writing of the death shall be sent to the authorities mentioned in sub-paragraph (1) immediately the death occurs.

(4) The following classes of dangerous occurrences shall forthwith be reported to the Inspector in the manner described in sub-paragraph (1), whether death or disablement is caused or not:-

- (i) collapse or failure of a lifting machinery used in raising or lowering of persons or goods, and breakage or failure of ropes, chains, or other appliances forming part of lifting machinery or the over turning or displacement of a crane.
- (ii) collapse or subsidence of any wall, floor, gallery, roof, platform, staging and means of access provided in accordance with the Scheme;
- (iii) bursting of a vessel containing steam under pressure greater than atmospheric pressure other than plant which comes within the scope of the Indian Boilers Act;
- (iv) explosion or fire causing damage to any room or place in which dock workers are employed;
- (v) explosion of a receiver or vessel used for the storage, at a pressure greater than atmospheric pressure, of any gas or gases (including air) or any liquid or solid resulting from the compression of gas.

5. Every notice given under sub-paragraph (1) or every report made under sub-paragraph (4) shall be confirmed within seventytwo hours of the occurrence by sending a written report to the Inspector in Form I provided that in case of an accident under clause (b) of sub-paragraph (1) such written report need be sent only when the dock worker is disabled from work on which he was employed for more than fortyeight hours immediately after the accident.

Form II

To be filled in by the
Inspector.

(See paragraph 5)

No of case -----

Remarks -----

NOTICE OF POISONING OR DISEASE

(See Instructions on reverse)

1. Name and address of the Employer -----

2. Name of the patient and his work No., if any _____

3. Address of the patient _____

4. Sex and age of the patient _____

5. Precise occupation of the patient _____

6. State exactly what the patient was doing at the time of
contracting disease _____

7. Nature of Poisoning or Disease from which the patient
is suffering -----

(Signature of the
Employer)

Date _____

(Reverse side of Form II)

Notification of certain Diseases.

(Extract from paragraph 5 of the Scheme)

(1) When a dock worker contracts any disease specified in Schedule I a notice in Form II shall be sent forthwith to the Inspector.

SCHEDULE I

(List of Notifiable Diseases)

- (1) Lead tetra - ethyl poisoning.
- (2) Manganese poisoning or its sequelae.
- (3) Carbon bisulphide poisoning.
- (4) Benzene poisoning, including poisoning by any of its homologues, their nitro- or amido-derivatives or its sequelae.
- (5) Anthrax
- (6) Pneumoconosis.
- (7) ~~Poisoning by halogens or halogen derivatives of the hydrocarbons of the aliphatic series.~~
- (8) Primary epitheliomatous cancer of the skin.

Duties of Port Authorities etc. under the Scheme.

(Extract from paragraph 6 of the Scheme)

- (2) ~~(a) it shall be the duty of every employer of dock workers~~
to comply with the requirements of paragraphs 4 and 5.

[Fao. 183(1)/57]

B.K. Bhattacharya

(B.K. Bhattacharya)
Deputy Secretary

To
The Manager,
Govt. of India Press,
New Delhi.

14-24

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-President:
KALYANI KUMARAMANGALAM, M.A.
MEMBER, MADRAS DOCK-LABOUR BOARD

~~XXXXXXXXXXXX~~
~~XXXXXXXXXX~~

Ref. No. DB/C/242/61.

101
"DHAGAT HOUSE"
173, Broadway,
MADRAS-1.
Date, 22nd June 1961.

General Secretary:
A. S. K. IYENGAR, M.A.
MEMBER, MADRAS DOCK-LABOUR BOARD &
MEMBER, DOCK-WORKERS' ADVISORY COMMITTEE

Secretaries:
S. Thangasami
M. Poraikalam
~~XXXXXXXXXXXX~~
~~XXXXXXXXXXXX X~~

Dear Sir,

Sub: Madras Dock-Workers' Scheme - Reserve Pool
Workers - Staff of Madras Dock Labour Board -
Grievances - Request speedy redress.

On the 21st May 1960, the Second Harbour Workers' Conference was held and the grievances and demands of Dock-Workers and the Staff under the Madras Dock Labour Board were passed unanimously.

Immediately, we had written our letter No. DB/C/220/60, dated 2nd June 1960 and brought all these grievances to your kind notice. We are sorry to find that the Madras Dock Labour Board had callously turned down these demands by formal replies without addressing itself seriously to consider them. Other grievances also had cropped up and they fared no better.

The policy of this Union, is the policy of the All India Trade Union Congress which does not believe in precipitating a strike. We had hoped that by negotiations a just and fair solution to these demands could be formed. We are thoroughly disappointed in this.

We appeal to you once again to kindly take up these demands and discuss them with us, with a view to meeting them. If however you refuse to do this very normal duty, then we will be left with no other option but to ask the Workers to get ready for a strike.

We wish to repeat that we do not wish to indulge in any subre-rattling, for that cannot be in the larger national interests.

We are herewith attaching our "Charter of Demands" for easy reference. We request you to see that proper negotiations are set afoot and a speedy decision arrived at.

CHARTER OF DEMANDS

I.

<u>CATEGORY</u>	<u>SCALE OF PAY</u>
Lower Clerical (Indoor & Outdoor) and Skilled. ...	60-3-81 RS 4-125-5-160.
Higher Clerical (Indoor & outdoor) Higher Clerical, Clerical Supervisory (Indoor & Outdoor) ...	80-5-120 RS 8-160. 80-8-120 RS 8-200-10-220
Outdoor Supervisory or employment involving special responsibility ...	100-8-140-10-200 RS 10-300
Supervisory	160-10-300
Semi Skilled	40-1-50-2-60
Higher grade unskilled Supervisory	40-2-60.

Even the meager recommendations made by the Government of India were not implemented by the Madras Dock Labour Board.

Meanwhile the second Pay Commission have submitted their report and recommendations. This commission never visited any Port and their recommendations cannot possibly cover the Dock Labour Board, or for that matter any Port.

(1) Revision of Pay Scales:

In so far as the Staff of the Madras Dock Labour Board are concerned the following Grades and Allowances should be prescribed:

1. Office Superintendent: (to be created):	Rs. 400-20-500
2. Asst. Superintendent:	Rs. 350-20-450
3. Head Clerks:	Rs. 280-15-400
4. Upper Division Clerk:	Rs. 140-10-250-12½-370
5. Lower Division Clerk:	Rs. 100-8-140-10-250-12½-300
6. Supervisors:	Rs. 160-10-250-15-400
7. Asst. Supervisors:	Rs. 140-10-250-12½-360
8. Compounders:	Rs. 100-8-140-10-250-12½-300
9. Telephone Operators:	Rs. 100-8-140-10-250-12½-300
10. Attender:	Rs. 60-3-84-4-100.
11. Peons & Office-Boys:	50-2-60-3-75
12. Watchmen:	Rs. 60-2-70
13. Sweepers:	Rs. 40-2-60

For the Typists we do not propose any Special Scale. The above mentioned Lower Division Clerks Grade should be given also to the Typists. For the Stenographers Grade I and II the following Scales be given.

Grade I:	Rs. 250-15-400
Grade II:	Rs. 140-10-250-12½-300

II. RECOGNITION OF THE UNION:

An over-whelming majority of the Staff of the Madras Dock Labour Board and the dispensary are organised in the Madras Harbour Workers Union. This Union should be accorded official recognition and be recognised as the only representative Union of the Staff. There should be no victimization for any Trade Union activity.

III. CONFIRMATION OF STAFF:

After completion of one year of probation of temporary service, one should be confirmed as permanent and all the rights flowing from such service should be given to that employee.

IV. APPOINTMENTS AND PROMOTIONS:

(a) There are only 3 U.D.C.'s as against 66 L.D.C., working in the Office of the Administrative body, and allied office of Madras Dock & Labour Board. The post of the U.D.C's should be increased and avenues for promotions should be thrown open to the L.D.Cs.

(b) The total number of attenders must be increased from 2 to 4 and the Peons from 12 to 15.

(c) The post of a Head watchman should be created and one of the watchman on the rolls should be promoted to the new post.

(d) The post of a Banda machine operator should be created and he should be paid the scale proportionate to that category.

(e) At the moment, there are no leave reserves in the result that if any one is on leave, those present have to share the work and manage. Any leave vacancy of more than 3 days duration should be filled up immediately.

(f) The Senior most in the Department should be allowed to officiate for a person in a higher category on leave.

(g) Those who have completed the SSIIC course and or Class IV employees should be given avenues for promotion to L.D.Cs.

V. PROVIDENT FUND:

~~XXXXXXXXXXXXXXXXXXXX~~

The subscription and contribution to the Provident Fund should be 8½% of total emoluments.

VI. H.O.A. & C.A.

In so far as the staff of the Madras Dock Labour Board are concerned, the merger of 80% of the Dearness Allowance with basic pay was given effect to from 1 - 4 - '59. But the corresponding House Rent Allowance and Compensatory Allowance obtaining in the Madras Port Trust was not given to the staff of the Madras Dock Labour Board. The difference being the arrears as from 1 - 4 - '59 to date should be paid to such of the employees who will be entitled to it by application of the above formula.

VII. O.T. AND HOLIDAY RATES:

(a) As and when overtime work is found necessary, it should be paid for on O.T. wage rates. What is being paid to-day is a much smaller amount called special remuneration. This amount should disappear.

(b) The Dispensary staff are required to work for atleast 2 hours on each of the public holidays. They should be paid O.T. wages for such work.

VIII. ALLOCATION OF WORK:

Those recruited who are posted to specific jobs, should not be displaced every now and again. There should be specific allocation of jobs.

IX. SUPPLY OF FOOTWEAR ETC.

(a) Footwear should be supplied to all Watchmen Peons and attenders. The night watchman should be supplied with a torch-light. The rain coat should be supplied to shift staffs during monsoons.

(b) The washing allowance to class IV employees should be raised to Rs. 2/- per month per head.

(c) The Cycle allowance or O.T. wages should be paid for those peons who go out on errands.

X. WELFARE FUND:

To extend the Welfare Fund facilities to the staff of the Madras Dock Labour Board.

XI. An increase in Dearness Allowance of not less than Rs. 5/- per month as granted by the Second Pay Commission should be paid with effect from July 1960.

**II. FOR THE WORKERS IN THE RESERVE POOL OF THE MADRAS DOCK LABOUR BOARD.

1. WAGES:

The wages shall be revised as follows with retrospective effect from 1st August 1960.

Handicrafts	Rs. 5. 50	Per Shift
Winchmen	Rs. 6. 00	"
Tinplate	Rs. 6.50	"
Carriage	Rs. 7. 00	"
Tally-clerks	Rs. 6. 50	"

The agreement of 15th June 1957 made it clear that 2 years from 15th June 1957 the wages may be revised. Repeated requests at all levels have yielded no results.

The cost of living index in May 1957 was 369 while it had risen in January 1960 to 441 and in April 1961 it is 492.

2. ATTENDANCE ALLOWANCE:

(a) Clause 32(1) should be amended by increasing the ceiling to Rs. 5 instead of the existing Rs. 3.

(b) The present Attendance Allowance of Rs. 1. 50 should be increased to Rs. 3/- with effect from 1st August 1960.

3. OFF WITH WAGES:

A worker earns his weekly day of rest after having worked hard 6 days. Under the Piece rate system, the strain, and stress of work is so great that the weekly day of rest is imperative.

Not to pay wages on the OFF day is to penalise the worker and to force him to give up his hard earned right of a day of rest.

To deny this most elementary privilege which is conceded to workers in many industries in India and abroad, will not be in National interests as the workers are bound to get disgruntled and sullen.

It is therefore requested that the weekly off the workers enjoy to-day should be a paid OFF and not a penalised OFF.

4. GUARANTEED MINIMUM WAGES:

Cl. 31 (a) & (b) is being interpreted in the most objectionable manner by the Madras Dock Labour Board.

If that interpretation were to be accepted then "21 days" mentioned in that clause would lead to an absurdity.

We have been holding that "a month" in the clause should be interpreted to mean "the total working days in the month" and not "a calendar month". If this were not so, the Madras Dock Labour Board Reserve Pool workers would not be entitled to a Guaranteed Minimum wage of 21 days but only 18 days. But by resolution No. 13 of 14th January 1958, this was decided to be referred to the Government for adjudication. Nothing has been yet done.

We therefore demand that from 14th June 1958 the Guaranteed minimum wages which has been short-paid, be paid in full.

5. PROVIDENT FUND:

The subscription and Contribution of 8% of total emoluments for Provident Fund is a matter which even Mr. P.C. Chandhuri, ICS., recommended for adoption.

This should be done without any further delay.

6. GRATUITY:

Mr. P.C. Chandhuri, ICS., had also recommended a month's total emoluments for every year of service with a ceiling of 25(25) months total emoluments as gratuity to be paid to Dock-workers.

7. HOUSING:

By end of 1961 at least 200 to 300 houses must be made available for occupation by Dock-workers.

8. INTERIM DEARNESS ALLOWANCE OF Rs. 5.

The Government of India by their letter No. FAS(12)/57, dated 10th April 1956 and D.O. Letter No. 23-PLA(215)/57, dated 2nd March 1956 had recommended the paying of the Interim Dearness Allowance of Rs. 5/- per mensem to all "Piece-rated" and "Daily-rated" dockworkers. Bombay implemented this and so did Calcutta; but the Madras Dock Labour Board, despite repeated requests has been adamant. This is unfortunate and this Interim Dearness Allowance of Rs. 5/- should be paid with retrospective effect from 1st July 1957.

9. ADDITIONAL LEADNESS ALLOWANCE OF Rs. 3/-

The additional leadness allowance of Rs. 3/- per mensem recommended by the Second Pay Commission should be paid to all Dock-workers with retrospective effect from July 1950.

10. ADMINISTRATION OF WORKMEN'S COMPENSATION ACT FUND:

The Labour Representatives agreed to the administration of the Workmen's Compensation Act Fund by the Madras Dock Labour Board, in the hope that they would view cases more sympathetically than an Insurance Company and that in any case they would not drag a poor Worker to unnecessary litigation.

Desappan, No. 613 was injured on duty on 24th December 1955. A compensation of Rs. 4,200 was awarded to him by the Commissioner for Workmen's Compensation. The money was deposited by the Madras Dock Labour Board with the Commissioner, but on the advice of their lawyers, the Madras Dock Labour Board, filed a writ petition and restrained the Commissioner from disbursing the money to Desappan.

In utter poverty and destitution poor Desappan died. To this day the compensation amount has not been paid to the widow and the starving family.

We take very strong exception to this utter callousness on the part of the Administrative Body of the Madras Dock Labour Board, and demand that Desappan's widow be paid the compensation amount.

11. QUAYS AND BERTHS:

South Quay II, III, IV, & V as also East Quay have no clocks without which piece-rate calculation is impossible-- no drinking water, no lavatory nearby and on Sundays absolutely no Canteen facilities for workers.

Moreover to go from the Callpoint to S.S. II, III, IV, & V unless workers are provided with launch or barge facilities of transport, it is so difficult to walk and plenty of time is lost.

These must be looked into and remedied redressed urgently.

12. WAGE FIXATION:

By a curious irony, the ignorance of the workers has been exploited ruthlessly till now.

What is being imported in this Port is by no means "Phosphates" though they are the base for phosphates. Hence in any just method of working the piece-rate scheme, the datum should be 53 tons and not 96 as at present. In other words the datum for this cargo must be the one in item 4 of appendix "A" of the piece-rate scheme.

This must be immediately changed or else the workers would be justified in refusing to unload this cargo.

13. MEDICAL FACILITIES - DISPENSARY:

The Dispensary of the Madras Dock Labour Board is as poor as a Church mouse. There are no medicines, no tablets, no injections and not frequently no doctor.

This is indeed a sorry state of affairs and must end at once.

The families of Dock-workers should also be given Medical assistance.

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

2059 29.6.61
File No.

" BHAGAT HOUSE "

173, Broadway,
MADRAS-1.

Ref. No. DB/C/242/61.

Date, 22nd June 1961

General Secretary:

A. S. K. IYENGAR, M.A.
MEMBER, MADRAS DOCK-LABOUR BOARD &
MEMBER, DOCK-WORKERS' ADVISORY COMMITTEE

Secretaries:

S. Thangasami
M. Poraikalam

~~XXXXXXXXXXXX~~
~~XXXXXXXXXXXX~~

To

The Chairman,
Madras Dock Labour Board,
MADRAS. ----- (10)

The Executive Officer,
Madras Dock Labour Board,
MADRAS. ----- (2)

The Chairman,
Madras Stevedores Association,
MADRAS. ----- (3)

The Chairman,
Registration Committee,
Madras Dock Labour Board,
MADRAS. ----- (4)

The Regional Labour Commissioner, (Central),
Government of India,
Ministry of Labour,
2/B, Hunters Road,
Vepery, MADRAS. ----- (5)

The Hon'ble Dr. P. Subbaroyan,
Minister for Transport and Communications,
Government of India, NEW DELHI. ----- (6)

The Hon'ble Shri Gulzarilal Nanda,
Minister for Labour,
Government of India, NEW DELHI. ----- (7)

The Hon'ble Shri Raj Bahadur,
Minister for Shipping,
Government of India, NEW DELHI. ----- (8)

With Copy to
Shri S.A. Dange, M.P.

P.T.O.

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

~~THE GOVERNOR, P.E.~~

~~S. NAGAI~~

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~~

" BHAGAT HOUSE "

173, Broadway,

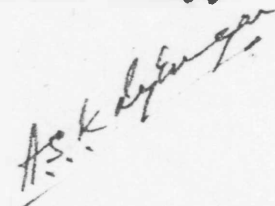
MADRAS-1.

Ref. No. DB/C/242/61.

Date, 22nd June 1961

Hoping to be excused and thanking you,

Yours Truly,



(A.S.K. Iyengar)

Calcutta Port & Dock Workers' Union

REGD NO. 5020

Affiliated to A. I. T. U. C. & W. F. T. U.

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

SRI INDRAJIT GUPTA, M. P.

Dated 6th July, 1961

A. I. T. U. C.	
L.R. No. 2191	Date 7 JUL 1961
File No.	Replied on

The Secretary,
Ministry of Transport & Communication,
Govt. of India,
New Delhi.

Dear Sir,

Sub:- Extension of the provisions of the Industrial Employment
Standing Orders Act 1946 to the Calcutta Port.

You are no doubt aware that the workmen of the Calcutta Port have been demanding for the introduction of the Standing Orders since the year 1950. This demand was focussed in many a struggle of the workers and ultimately in the year 1953 the Calcutta Port authorities circulated an uncertified standing order, applicable to the Chief Mechanical Engineer's department only. On the workers attempt to seek protection under the circulated standing orders it was disclosed that the standing orders are not legally tenable. Since then the workers were told that the matter was under consideration of the Govt. of India.

Of late in a judgement from the Calcutta High Court vide civil Rule No. 2152 of 1958 it appeared that there is a certified copy of standing order and the Port authorities follow the same unscrupulously. The relevant portion of the judgement delivered by justice Sri D.N. Sinha is quoted below.

"To my enquiry as to what rules are referred to, the learned advocate of the respondent states that the reference is to the certified copy of the Standing Orders of the Commissioners of the Port of Calcutta, a copy whereof has been handed over to me, and I direct it to be marked as an exhibit in this case".

On our approach to the Regional Labour Commissioner (Central), Calcutta to secure a certified copy of the standing orders we have been informed that "No D.S.O.'s in respect of the C.M.E. establishment of Calcutta Port Commissioners have been certified by this office".

In this connection I would like to refer item 4 (c) of the minutes of the discussion held with Transport Ministry, Govt. of India, on 6th, 7th & 8th November 1956 wherein it was promised by Govt. of India to examine the demand of cancelling the exemption from the operations of standing order Act of Major Ports. Since then nothing has been heard yet.

Under the circumstances I would like to request you to inform us the actual position and for the good of both the parties viz. Labour and the management a directive may kindly be issued to introduce the standing orders at Calcutta Port and the exemption, if still there is any, from the operations of the Standing Orders Act should be removed, and the matter be regularised once for all.

An early reply in this regard will be very much appreciated.

Thanking you,

Yours faithfully,

R. C. Gupta

Joint Secretary

Calcutta Port & Dock Workers' Union

REGD NO. 5020

Affiliated to A. I. T. U. C. & W. F. T. U.

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

President : SRI INDRAJIT GUPTA, M. P.

Ref.

Dated 7th July, 1961

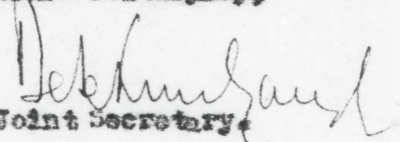
A.I.T.U.C.
New Delhi.

A. I. T. U. C.	
I.R. No. 2250	Date 11.7.61
File No.	Replyed

Dear Com ,

A copy of my letter written to Com. Kale is forwarded herewith. We have received the vies of Cochin & Madras but Kandla & Vizag has not written to us. Vis ag has written to Com Kale, which we have learnt from Com. Kolhatkar we feel that our unions should formulate fresh charter of demands in each port & Dock side. On the basis of the common central & local demands A.I.T.U.C centre under the leadership of Dange, wide scale deputiation with transport & labour ministry. In the meantime demands of the minor ports should be formulated by Com. Aiyanger, we must sit together at a central place convenient to Com. Dange. Sufficient time should be given to each units so that the presence of every body is extra ensured. Com Kales presence may be necessary. If com. Dange comes to Calcutta sometime in fly we will discuss the matter with him .

Yours faithfully,


 Joint Secretary

[TO BE PUBLISHED IN THE GAZETTE OF INDIA PART II, SECTION 3 SUB-SECTION (ii)]

L.R. No. 2259 Date 12 JUL 1961
File No.

GOVERNMENT OF INDIA
MINISTRY OF LABOUR & EMPLOYMENT

DATED NEW DELHI, THE 11th JULY 1961.

NOTIFICATION

S.O. The following draft of a scheme further to amend the Vizagapatam Dock Workers (Regulation of Employment) Scheme 1959, which the Central Government proposes to make in exercise of the powers conferred by sub-section (1) of section 4 of the Dock Workers (Regulation of Employment) Act, 1948 (9 of 1948), is published as required by the said sub-section for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 1st September 1961.

to

Any objections or suggestions which may be received from any person with respect to the said draft before the date so specified will be taken into consideration by the Central Government.

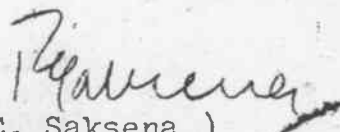
by

Draft Amendment

1. This Scheme may be called the Vizagapatam Dock Workers (Regulation of Employment) Amendment Scheme, 1961.

2. In the Vizagapatam Dock Workers (Regulation of Employment) Scheme, 1959, in sub-clause (3) of clause 17 the words, "Tindal, Winchman, Tipper and Signalman" shall be deleted.

[No. 526(6)/61-Fac.]


(R. C. Saksena)
Under Secretary

Copy To:-
To

The Manager,
Government of India Press,
New Delhi.

d.a.nil.

N.Ram/4/7

Copy To:-

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

No.287/61
July 13, 1961

Dear Com. Ganguly,

Yours of July 7. The meeting suggested by you can be held at the time of the General Council meeting of the AITUC (August 19 - 21) in New Delhi.

With greetings,

Yours fraternally,

Utg.
Tgini
(K.C. Srivastava)

SECRETARY

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

" BHAGAT HOUSE "

1173, Broadway,

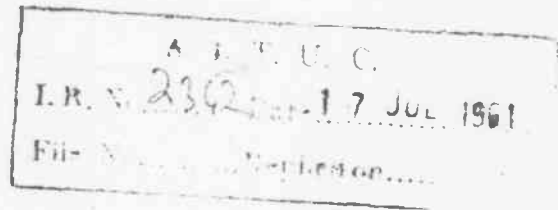
MADRAS-1.

Ref. No. HU/OP(10)/5/61.

Date, 14th July 1961.

General Secretary:

A. S. K. IYENGAR, M.A.
MEMBER, MADRAS DOCK-LABOUR BOARD &
MEMBER, DOCK-WORKERS' ADVISORY COMMITTEE



Secretaries:

S. Thangasami
M. Poraikalam

~~XXXXXXXXXX~~
~~XXXXXXXXXX~~

Dear Comrade Ganguly,

Your letter dated 7th reached me on 12th of this month.

Com. Kale had sent a cycloed letter dated 5th July 1961 enclosing a copy of the press note issued by the Government after the so called strike was withdrawn by the Bombay Transport Workers' Union and by the Federation in June.

You would have seen from the Press Note that what Com. Kale says is entirely borne out. The so called terms of settlement has given nothing to the Workers. And yet the Federation and the Bombay Transport Workers' Union are patting their own backs.

I agree with you that the time has arrived when we must call the bluff away. I agree that we must formulate our Demands and agitate for them and request Com. S.A. Dange, M.P., to help us. I agree that we should ask the minor Ports Unions also to formulate their demands and that we should all sit together and formulate a Charter of Demands of the Major and Minor Ports. Thereafter we should kick up an agitation.

I therefore request you to send me a Charter of Demands of Port Workers and Dock-Workers - separately formulated. I shall then catalogue them together so that we could meet and discuss this Common Charter. Any special Demands pertaining to Port or Dock-Workers of any Port could also been included in the Charter.

I am also requesting the A.I.T.U.C. centre at Delhi to collect the necessary information for us from various and Major and Minor Ports. I shall also keep in touch with Com. Dange, G.H. Kale, Kolhatkar, and other comrades.

P.T.O.

As far as the Demands of the Port and Dock-Workers of Madras Port are concern I shall send the Charter before the end of this month. For Calcutta Port and Dock-Workers Com. Ganguly should take the responsibility.

More in my next greetings,

Yours

A.S.K. Iyengar
14.7

(A.S.K. Iyengar).

See G.A. file
no. 27/iii
Copy to:

1. Com. G.H. Kale,
2. Com. S.A. Dange,
3. Com. Bhadram, Vizagapattam,
4. Com. Abu & K.A. Rajan. Cochin,
5. Com. Kolhatkar, Bombay,
6. Com. Shah - Kandla,
7. ~~Atchuk~~ A.I.T.U.C. Office - New Delhi, 4, Asoka Road,

1640

2122 C.

PHONE : 55720.

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:

ALYANI KUMARAMANGALAM, M.A.

MEMBER, MADRAS DOCK-LABOUR BOARD

~~XXXXXXXXXXXX~~

~~XXXXXXXX~~

General Secretary:

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

MEMBER, MADRAS DOCK-LABOUR BOARD &

MEMBER, DOCK-WORKERS' ADVISORY COMMITTEE

Secretaries:

S. Thangasami

M. Poraikalam

~~XXXXXXXXXXXX~~

~~XXXXXXXXXXXX~~

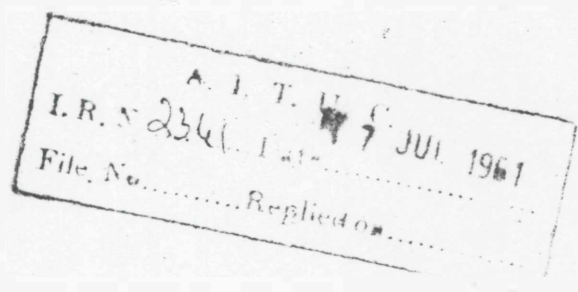
" BHAGAT HOUSE "

173, Broadway,

MADRAS-1.

Ref. No. HU/OP(16)/6/61.

Date, 15th July 1961.



Dear Comrade,

You are aware that the so-called Minor Ports in so far as Workers and their demands are concerned, have not yet attracted the attention of the Central Government much less have any of these grievances been redressed.

The prime cause has been the lack of an organization to give expression to their just demands.

You are therefore requested to formulate the demands both on the Port side as well as the Dock Side, and send the same to me, with copy to Com. S.A. Dange, M.P., General Secretary, A.I.T.U.C., No. 4, Asoka Road, New Delhi.

The idea is to collect all the necessary data, and then for all of us to meet together, with Com. Dange presiding and then to discuss ways and means of solving the problems facing us. We do not want any more artificial divisions between so-called Minor and Major Ports.

Please therefore discuss the contents of this letter with members of your Executive Committee and reply this letter ~~hazy~~ before the end of July 1961 and oblige.

Greetings,

1. Com. Shantaram, Mangalore,
2. Com. V. Subbiah, Pondicherry,
3. Com. Amirtalingam, Cuddalore,
4. Com. Muruganandam, Tuticorin,
5. Com. Bhakthavatsalam, Nagapattanam,
6. Com. S.A. Dange, M.P.
No. 4, Asoka Road,
A.I.T.U.C. Office,

Handwritten signature: A.S.K. Iyengar
15-7
(A.S.K. Iyengar).

15th July 1961.
3 P.M.

Post Script:

Since the above letter was typed-out, news has reached me that the next meeting of the General Council of the A.I.T.U.C. will be held at New Delhi on August 19th, 20th, and 21st.

We can take this opportunity and we shall have a double advantage, firstly Com. S.A. Dange will be available and Secondly we can save money by avoiding travelling twice.

Sent to S. P. D.
Ms.
21/7

A.S.K. Dange
15-7

(287)

(1)

Report for T.U.R.

Successful Strike of Jammagar Port Kamdar.

Eight hundred port workers working under Stevedore companies of Bedi Port of Jammagar went on strike for wage increased and other demands from 3-7-61. The strike for wage was cent percent.

The stevedore companies tried to enlist black legs. 100 workers from nearby villages were called as black legs but when they know that they are called as black legs they ~~later~~ refused to work.

On 6-7-61 the Stevedore companies agreed to give 25. n.p. wage increase per day from 6-7-61 as interim measure and the issue of wage increase is referred to arbitrators. All the workers are taken back without victimisation.

The

The management of Jayant extraction Industries Jaipur had terminated the services of 60 workers of the factory on 30-6-61. The remaining workers of the factory went on lightening strike and work of the factory was at a standstill for half a day.

As a result of this action of workers and with the intervention of govt. labour officer the management agreed to withdraw the notice and reinstated all the 60 workers with full wages for the days lost.

Calcutta Port & Dock Workers Union.
27 B, Circular Garden Reach Road.
Calcutta. - 23.

Dear Comrade Mile,

We are awaiting for your subsequent despatch to your letter dated 18-8-61. It is apparent from the P.S. there move that the last strike call was a calculated move to put you in a delicate position at Bombay. We are sure that the whole movement have proved abortive. P.S.U here since then appeared to be silent. Most probably they are contemplating a future move. It is some-what unusual that Rajbahadur supports up/ the P.S.P. flanking the Federation here the Chairman of the Calcutta Port lends the best support to the P.S.U. sometimes so biased, that the whole administration puts into the shame. Here on is now being tested. I am talking about the Incentive Tonnage Scheme. The workers are agitated, when they come to learn that the P.S.U has agreed on the point of employing Primary Gang labour in the night shift, abolition of the payment of overtime to the K.G.D. Crane-men, shifting of gangs of cargo to coal vice-versa. On the top of it the authorities spare no pains to declare that ultimately the secondary gangs will be made surplus. This together with the have-nots from the J.J. Joshiy Committee's report are clamouring. We are making considerable headway to snatch away the initiative. But we are handicapped which is usual to a Non-recognised Union.

Regarding affairs of the Port Federation we are anxious to learn the latest developments. We are much more interested to know how the adjustment are being made regarding Joshiboy and Second Pay Commission. Calcutta authorities are confident that J.J.C should be paid before 30-9-61. About S.P.C. it is presumed that the work will be taken up after payment of J.J.C. How Bombay is working? We are thinking in the line of getting together in a meeting with you.

If you think that the time is not matured when we should give call for third Federation, then let us know how can our Unions function within the Federation who does not care to consult them on an issue of giving a strike call. We feel that serious thought should be given in the matter. Kindly favour us with your views early.

With Greetings.

Yours faithfully.

D.K. Ganguly.

A. I. T. U. C.

I.R. N. 2639 Date: 24 Jul. 1961

File No.

From: C. Madhavan,
Bed No.16, Indian Seamen's Hostel,
Thana Street, Bombay.9.

287

21st July, '61.

To
The Director General of Shipping,
Bombay.

Respected Sir,

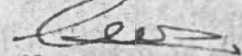
In continuation of my application to you dated 10th July '61 I have the honour to state as under:--

That in response to the above, the shipping authorities, have miserably failed in making a settlement to the above application and I have therefore decided to go on an indefinite hunger strike with effect from 27th July, 1961 in-front of the Office of the Director General of Shipping, Bombay for which I humbly seek your co-operation and assistance.

That I have decided to mainly do the above just as a seminar to the future generation of seamen community.

Thanking you,

Yours faithfully,


C. Madhavan.

Copy to:--

1. The Director, Seamen's Employment Office,
2. The Principal, Welfare Office, Bombay.
3. The Shipping Master, Bombay
4. The Superintendent of Police, Labour Branch (C.I.D) New C.I.D. Bdg., Fort Bombay.
5. The Transport Minister, (Shipping Government of India, New Delhi.
6. The Prime Minister, Government of India, New Delhi.
7. The Opposition Leader, S.A. Dange, M.P. New Delhi.
8. Police Commissioner, Bombay.
9. The Police Inspector, Palton Road, Bombay-1
10. The Press Trust of India, Bombay.
11. The Chief Minister of Kerala,
12. The Chief Minister of Maharashtra
13. The President, U.S.F.
14. The President, N.U.S.I., Bombay.
15. The President, Fort Malayalee Association Bombay.
16. The President, The Communist Party of India, Bombay.
17. The President, General Worker's Union Bombay.
18. The President, B.P.C.C Bombay-4
19. The President, I.N.T.U.C. Bombay.
20. The President, B.P.T Worker's Union, Bombay.
21. The President, A.S.V. (Red Flag) Bombay.

TO BE PUBLISHED IN THE GAZETTE OF INDIA PART II,
SECTION 3 SUB-SECTION(ii).

Government of India
Ministry of Labour & Employment

Dated New Delhi, the 25/6/61

NOTIFICATION

S.O. In exercise of the powers conferred by sub-section (1) of section 4 of the Dock Workers (Regulation of Employment) Act, 1948 (9 of 1948), the Central Government hereby makes the following further amendment in the Cochin Dock Workers (Regulation of Employment) Scheme, 1959, the same having been previously published as required by the said sub-section, namely:-

1. This Scheme may be called the Cochin Dock Workers (Regulation of Employment) Amendment Scheme, 1961.
2. In the Cochin Dock Workers (Regulation of Employment) Scheme, 1959, after clause 55, the following clause shall be inserted, namely -

"56. Power to give directions.- The Central Government may give directions to the Board as to the carrying into effect of all or any of the provisions of the Scheme and the Board shall comply with such directions."

[No.527(7)/61-Fac.]

(S.R. Khanna)
Under Secretary.

To

The Manager,
Govt. of India Press,
New Delhi.

Copy to:-

1. The Secretary to the Govt. of Kerala, Labour & Health Deptt. (Labour-A), Trivandrum.
2. The Secretary, Calcutta Dock Labour Board, Fairlie Ware House, (1st Floor), Strand Road, Calcutta.
3. The Secretary, Bombay Dock Labour Board, Janmabhoomi Chambers, Fort Street, Bombay.
4. The Secretary, Madras Dock Labour Board, North Beach Road, Madras.
5. The Chairman, Cochin Dock Labour Board, Cochin Harbour, Cochin.
6. The Chairman, Vizagapatam Dock Labour Board, Vizagapatam Port, Vizagapatam.
7. The Ministry of Transport, New Delhi.
8. The Chief Labour Commissioner (Central), New Delhi.
9. The Genl. Secretary, The Employers' Federation of India, Army & Navy Building, 148, Mahatma Gandhi Road, Bombay.
10. The Genl. Secretary, All Indh Orgn., of Industrial Employers, Federation House, Bazar Road, New Delhi.
11. The Genl. Secretary, the All India Manufacturers' Orgn., Co-operative Assurance Building, 4th Floor, Sir Ferozeshah Mehta Road, Bombay-1.
12. The Genl. Secretary, the Indian National Trade Union Congress, 17, Janpath, New Delhi.
13. The Secretary, Hind Mazdoor Sabha, Servants of India Society's Home Sardar Patel Road, Bombay-4.
14. The Genl. Secretary, The United Trade Union Congress, 249, Bowbazar Street, 1st Floor, Calcutta-12.

15. The Genl. Secretary, The All India Trade Union Congress,
4, Ashoka Road, New Delhi.
16. The Genl. Secretary, Indian National Dock Workers'
Federation Mazdoor Karyalaya, Congress House, Bombay-4.
17. The General Secretary, All India Port and Dock
Workers' Federation, Port Shramik Bhawan, 26,
Dr. Sudhir Basu Road, Calcutta-23.
18. The Lok Sabha Secretariat.

Lakshmi Saran

(Lakshmi Saran)
Section Officer.

'D.A.NIL'
J.S.12/7/61.

TO BE PUBLISHED IN THE GAZETTE OF INDIA PART II, SECTION 3 SUB-SECTION (ii)

Government of India
 Ministry of Labour & Employment

Dated New Delhi, the 20.7.61

NOTIFICATION

S.O. The following draft of a scheme further to amend the Calcutta Dock Workers (Regulation of Employment) Scheme, 1956, which the Central Government proposes to make in exercise of the powers conferred by sub-section (i) of section 4 of the Dock Workers (Regulation of Employment) Act, 1948 (9 of 1948), is published as required by the said sub-section for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 1st September 1961.

Any objections or suggestions which may be received from any person with respect to the said draft before the date so specified will be taken into consideration by the Central Government.

Draft Amendment

This Scheme may be called the Calcutta Dock Workers (Regulation of Employment) Amendment Scheme, 1961.

2. In the Calcutta Dock Workers (Regulation of Employment) Scheme, 1956 -

- (1) the last sentence of sub-clause (2)(b)(i) of clause 15 shall be deleted.
- (2) for sub-clause (1) of clause 30 the following shall be substituted:

"(1) Casual vacancies in the Monthly Gang shall be filled up in accordance with the following rules:-

- (i) where a Sardar is absent, the vacancy shall be filled up, in the following order, by:-
 - (a) the seniormost amongst Sardars of unbooked monthly gangs belonging to the same employer or group of employers;
 - (b) failing (a), the mate of the gang in which the vacancy has occurred;
 - (c) failing (b), the seniormost among mates of unbooked monthly gangs belonging to the same employer or group of employers;
 - (d) failing (c), the seniormost senior Mazdoor in the gang in which the vacancy has occurred.

(ii) Where a mate is absent, the vacancy shall be filled up, in the following order, by:-

- (a) The seniormost amongst mates of unbooked monthly gangs;
- (b) failing (a), the seniormost of Senior Mazdoors of the gang in which the vacancy has occurred and where such senior mazdoor is officiating as Sardar under rule (i), the next seniormost person in the gang;

(iii) Vacancies of senior and junior stevedore Mazdoor shall be filled in the order of seniority from the registered Senior and Junior Mazdoors respectively of gangs belonging to the same

employer or group of employers. If no such workers are available or if there is insufficiency of such workers, the vacancies shall be filled from amongst leave reserve workers.

[No.522(4)/61-Fac.7]

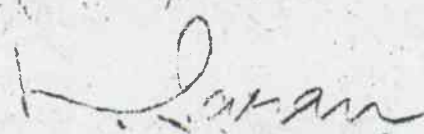
(B. R. Khanna)
Under Secretary.

To

The Manager,
Govt. of India Press,
New Delhi.

Copy to:-

1. The Secretary to the Govt. of West Bengal, Lab. Deptt., Calcutta.
2. The Secretary, Calcutta Dock Labour Board, Fairlie Ware House, (1st Floor), Strand Road, Calcutta.
3. The Secretary, Bombay Dock Labour Board, Janmabhoomi Chambers, Fort Street, Bombay.
4. The Secretary, Madras Dock Labour Board, 22, North Beach Road, Madras.
5. The Chairman, Cochin Dock Labour Board, Cochin Harbour, Cochin.
6. The Chairman, Vizagapatam Dock Labour Board, Vizagapatam Port, Vizagapatam.
7. The Ministry of Transport, New-Delhi with reference to their u.o.No.1252-P.T.L./61 dated 3-6-1961.
8. The Chief Labour Commissioner (Central), New Delhi.
9. The Genl. Secretary, The Employers' Federation of India, Army & Navy Building, 148, Mahatma Gandhi Road, Bombay.
10. The General Secretary, All India Organisation of Industrial Employers, Federation House, Bazar Road, New Delhi.
11. The Genl. Secretary, The All India Manufacturers' Organisation Co-operative Assurance Building, 4th Floor, Sir Ferozeshah Mehta Road, Bombay-1.
12. The Genl. Secretary, The Indian National Trade Union Congress, 17, Janpath, New Delhi.
13. The Secretary, Hind Mazdoor Sabha, Servants of India, Society's Home, Sardar Patel Road, Bombay.
14. The Genl. Secretary, The United Trade Union Congress, 249, Bowbazar Street, 1st Floor, Calcutta-12.
15. The Genl. Secretary, The All India Trade Union Congress, 4, Ashoka Road, New Delhi.
16. The Genl. Secretary, Indian National Dock Workers Federation Mazdoor Karyalaya, Congress House, Bombay-4.
17. The Genl. Secretary, All India Port and Dock Workers' Federation, Port Shamik Bhawan, 26, Dr. Sudhir Basu Road, Calcutta-23.
18. The Lok Sabha Secretariat.


for Under Secretary.

'D.A.NIL'
J.S.12/7/61.

From:

287
C. Madhavan,
16 Indian Seamens Hostd,
Thana Street,
Bombay 9.

Dated 26-7-1961.

To:

The Director, -General of Shipping,
Commere House, Currimbhoy Road,
Bombay 1.

Sir,

Ref: Your No. 22(14)-GRA/61 of 22-7-1961
in response to my application
dated 5-6-1961:
Sub: -Registration of my name on H.T.
Reaster-Hunger strike w.e.f. 27.7.

In response to the above I have the
honour to state that I have decided to withdraw
the notice of hunger strike w.e.f. 27-7-1961
as my request has been conceded by D.G. of
Shipping, Bombay, which you kindly note.

Yours faithfully,



Copy to: S.H. Bombay
S.W.O. Bombay
The President, U.S.F. Bombay.
National Union of sea-fabers of India
The Secretary, Communist Party, Bombay
The B.F.T. General workers Union.
The Municipal Workers Union.
The B.P.C.C. Bombay
The Commissioner of Police, Bombay
The Palton Road Police Station.
The Labour Branch, C.I.D. Office.

1647

21220.

PHONE: 55728X

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-President:

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

~~XXXXXXXXXX~~
~~XXXXXXXXXX~~

General Secretary:

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

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

Secretaries:

S. Thangasami

M. Poraikalam

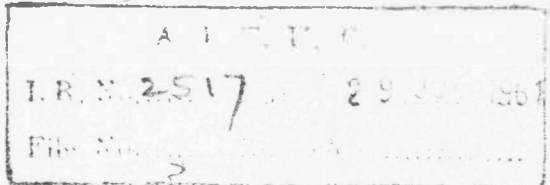
~~XXXXXXXXXX~~
~~XXXXXXXXXX~~

" BHAGAT HOUSE "

173, Broadway,
MADRAS-1.

Ref. No. HU/OP (16)/7/61.

Date, 27th July 1961.



Dear Com. Ganguly,

Your letter No: NIL, dated 21st July 1961 to hand today.

Glad to note the contents.

I presume my letter No. HU/OP(16)/6/61, dated 15th July '61 has by now reached you,

It is good that we meet in Delhi at the time of the A.I.T.U.C. - General Council in August 1961.

Greetings,

Yours truly,

(ASK. Iyengar).

Copy to

Com. S.A. Dange, 4 Asoka Road, NEW DELHI.

Calcutta Port & Dock Workers' Union

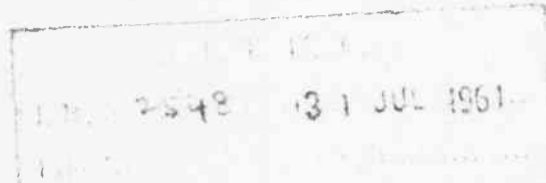
Regd. No. 5020

Affiliated with :

ALL INDIA TRADE UNION CONGRESS &
TRADE UNION INTERNATIONAL OF TRANSPORT, PORT & FISHERY WORKERS (W. F. T. U.)

27B, CIRCULAR GARDEN REACH ROAD, CALCUTTA-23

: Indrajit Gupta, M. P.



Dated, 21st. July, 1961.

Dear Com. K. G.,

Your letter dated 13th July 1961 regarding the meeting of the Port & Dock comrades. It is a good suggestion to hold the meeting at the time of General Council meeting of A.I.T.U.C. in New Delhi (August 19-21). It would be highly appreciated if you will kindly intimate our comrades of the different Ports (Madras, Bombay, Cochin, Vizag, Kandla) so that they make it a point to come to Delhi at that time. Apart from periodical reporting, coordination and exchange of opinion, such a meeting is very essential particularly after publication of the Jeejeebhoy Committee report with the background of P.S.P. - H.M.S. peoples disruptive activities (see Com. Kale's cycloed letter dated 5th July 1961). We, the Calcutta comrades, feel very strongly the need of a meeting of comrades from different Ports along with Com. G.H.Kale in presence of Com. Dange.

I would therefore request you to discuss this question with Com. Dange if he agrees to such a meeting of Port comrades with G.H.Kale in his presence. If so, is it possible for him to request G.H.Kale to come to Delhi by that time. Hope, you are aware that G.H.Kale also feels the necessity of such a meeting with us.

Awaiting to hear the result of your talk with Com. Dange for our future programme.

With greetings,

Comradely yours,

Secretary
XX

(Deb Kumar Gangully)

c.c. to Com. A. S. K. Iyenger, Madras.
Com. M. V. Bhadram, Vizag.
Com. K. A. Rajan & Aboo, Cochin.
Com. S. Y. Kolhatkar, Bombay.
Com. A. K. Shah, Kandla.

Meeting with
Com. Kale, 22

22/7/61

HINDUSTAN SHIPYARD LABOUR UNION.

(REGD. No. 241)

Gandhigram,
Visakhapatnam-5
Dt: July 28th, '61.

The Managing Director,
Hindustan Shipyard Ltd.,
Gandhigram, VISAKHAPATNAM-5.

Sir,

Herewith please find the resolution (relating to the second subject on the agenda) passed unanimously by the Executive Committee of the Labour Union on July 27th, 1961 and ratified by the General Body of the Union on July 28th, '61.

TEXT OF THE RESOLUTION:

" Representatives of the Labour Union have laboured for over two months (i.e. from May 15th, '61 to July 22nd, 1961) holding discussions over several issues, in twelve meetings with the Managing Director. In spite of it all no problem (or issue) has been settled. The Committee has reason to suspect that the Managing Director has been adopting delaying tactics as ever. The Managing Director might derive a temporary satisfaction that he could successfully avoid any settlement of the outstanding issues. The Committee, however, is of the opinion that the issues shall be settled some time or other, and that the sooner they are settled the better for the industry and for all those concerned with it, collectively or individually. This meeting of the Union Committee unanimously denounces the perfunctory and negligent attitude of the Management, shown in their rejecting the proposal of the Union to refer the issue of 'Launching Holiday' together with the entire issue of 'Earned Leave', to arbitration, which proposal is conducive to peaceful settlement. It is regrettable - this meeting feels - that the Management should brush aside a proposal which is in conformity with the procedure of Negotiation, Compromise and Arbitration, as laid down by the Government in the Code of Discipline. Besides getting matters to such a pass, the Management has decided, as disclosed in their letter No. LBR/83/75 dated July 26th, 1961 addressed to the Union, to hold the launching of V.C.149 on a holiday. This decision, the Committee sincerely feels, has no motive behind it, or aim in view other than merely provoking all the peaceful workers. (It is on record that) The Management is fully aware of the attitude and reactions of the workers regarding the issue of 'Launching Holidays'. The Management must have perfectly known of it from what had happened consequent on the launching of V.C.147 on a Sunday. In spite of it the Management has decided to follow the same course. This Committee is at a loss to express its exasperation at the atrocious audacity. In spite of the gravity of the situation and because of it, and with a view to resolve all disputes in a peaceful, responsible manner and in a mood of conciliation, this Committee sincerely, seriously and in all earnestness requests the Managing Director to persuade himself to allow all the issues, including the dispute regarding Launching Holiday, to be referred to arbitration which wholly accords with the Code of Discipline. This Committee appeals to the Managing Director not to spurn our peaceful appeals and reject our constructive suggestions.
This/

Over, Pl.

This rejected, the workers of the Shipyard have no choice but to take recourse to absention from work from August 12th, 1961, till the following demands which have been long pending settlement in spite of prolonged discussions, are conceded. This Committee, therefore, requests that this may please be treated as the required FOURTEEN DAYS NOTICE OF STRIKE. The Committee is aware of the repercussions involved in launching out on a strike just prior to the proposed launching of V.C. 149. Hence this Committee has resolved unanimously to give this early notice of the proposed action, to the Managing Director. After the present Managing Director took charge, and in the beginning, his initial attitude etc., gave an impression that Ships could thenceforth be built 'cheaper and faster', and that all outstanding issues could be settled before one could say JACK ROBINSON. But this meeting notes with a sense of deep pain the ever increasing measures of high-handedness adopted since then, which are not conducive to any peaceful settlement, and which on the other hand spoil good industrial relations. This meeting understands the situation has come to this sorry pass only because of his attitude, in holding discussions with preconceived notions and self-made decisions up his sleeve. This Committee considers that the choice of following the peaceful course proposed herein or of leaving things to take the painful course mentioned herein in the alternate, rests entirely with the Managing Director. This Committee, therefore, hereby unanimously resolves that the Managing Director need act in time, with no procrastination, and to make every effort to settle the outstanding issues noted hereunder in a peaceful and agreeable manner ".

1. The 'Launching Holiday', which has long been in force and which has been customary from 1948 to 1960, and which was admitted to be rightly kept in force by the Managing Director on 12.12.1958, should continue to be in force.
2. The workers hold 17-4-1961 as a holiday in connection with the launching of V.C.147. The pay cut of that day should be repaired.
3. The Managing Director has withdrawn his voluntary surrender, without informing the Union, from April 1961. The voluntary surrender of the workers should be paid back in full to them. There shall be no voluntary surrender henceforth.
4. The code of discipline should immediately be enforced.
5. The Shipyard Workers are at present paid daily wages. They should henceforth be paid monthly salary as for the officers and the staff. When this change is effected the basic wage of the each worker should be enhanced by 30% to improve his standard of living.
6. Privilege Leave, Casual Leave, Special Sick Leave, Meals Allowance given when working on Sundays, Financial Help towards insurance - such and similar things now enjoyed by all those employees of the Shipyard other than workers, should be made available to the workers also.
7. Tests should be conducted yearly for the labour who should be given the right to be promoted as Assistants.

8. No part of the work done till now by the Shipyard workers should be made over to Contractors. Arrangements are being made to hand over certain works of the Shipwright, Blacksmith and Sheet Metal Departments to Contractors. This should stop forthwith. Also the existing contract system should be abolished. The Contract-workers under engagement need be absorbed in the Shipyard.
9. There exists a custom and correct practice of employing dependents of workers retired or dying or disabled in accidents. This right should continue uninterruptedly.
10. Full wages must be paid to workers during rest period after accidents.
11. No money should be recovered for loss of Identity Badges; nor should any caution notices be issued to those who forget to get the badges.
12. Higher rents are being collected in respect of "R" and "S" type of quarters on the ground that water taps would be provided. The taps must be installed immediately. OR Rents should be reduced. Houses of "R" type are insecure now; Jaffari should be provided for those houses in the back side. The children of the New Colony should have a play-ground and a park with all amenities.
- 13-a. Labourers in the Shipwright Berth should immediately be promoted as Slingers, to avoid any further trouble. Labourers should not be given the duties of Slingers without being promoted as such.
- 13-b. Slingers engaged in the lifting of heavy and costly materials in the Engineering, Clearance, Bond and Maintenance Departments, should immediately be promoted as Khalassis.
14. The F-4 relay workers who were locked out on 10-5-61 at 5 PM, by the Management, should be paid wages for the period of lock-out.
15. Whenever a worker draws more than a CHARGEMAN'S initial salary (Rs.107/-) and is promoted as a Chargeman, he should be given not less than one increment in the scale.
16. There should be a representative of the Union who is of its choice in the Board of Directors.
17. When Shri. V. S. Narayanan retired as Administrative Officer, he was given six (or is it seven ?) thousand rupees more gratuity than his service warranted. The same principles should be extended to the workers.
18. Shoes and over-alls should be supplied every year to welders and gas-cutters. Welders work on a shift system. Gas-cutters should be put on the same basis.
19. Workers, who belong to places beyond 200 miles from Shipyard, should be given 2/3rd of the fares when going home annually.
20. Shipwright department should be provided with tools, new and necessary for proper and easy working in the department.

21. Hammerman should be promoted. Those working at the Hammering Machines should be designated as Operators. Similar changes in designations should be carried in certain other departments also.
22. The number of the cycles in the Cycle Shed towards the ferry side is ever increasing. A Shed similar to the one in the yard should be immediately provided there to secure the safety of cycles.
23. Mistakes in entries regarding the ages of workers, arising due to mistakes on the part either of the workers or officers, should be allowed to be rectified in the interests of justice.
24. Painters should be provided with safety equipment and appliances. They should be promoted as skilled workers.

Yours faithfully,

Sd/- K. ANJANEYULU.

Secretary.

Hindustan Shipyard Labour Union
Gandhigram, Visakhapatnam-5.

HINDUSTAN SHIPYARD LABOUR UNION.
(REGD. No.241)

Gandhigram,
Visakhapatnam-5
Dt. July. 31st, '61.

Shri S. A. Dange, M.P.

Member Parliament

287

A. I. T. U. C.
I. R. No. 2623 * 15.4. AUG. 1961...
File No. en.

Dear Sir,

Re: Proposed Abstention from work by Workers
of the Hindustan Shipyard Ltd., Gandhigram,
from 12th August, 1961.

As can be seen from the enclosed free rendering into English of our Telugu resolution unanimously adopted by the Executive Committee and unanimously ratified in the Meeting of the General Body of the Hindustan Shipyard Labour Union, we served a 14 days Notice of Strike on our Management with effect from the 28th instant for reasons mentioned therein.

The present situation is due to violotation of agreements and practice in existence by the Management and the Unreasonable attitude adopted towards our just demands.

Even at this stage we are thoroughly and sincerely prepared to refer all the issues under dispute to Arbitration if the Management co-operate. Instead of such a peaceful procedure, as the one suggested by us, our Managing Director insists us to take recourse to Adjudication, which, it is well known, may lead to endless litigation involving good industrial relations, time etc.

Hence we earnestly appeal to you to kindly intervene immediately and save the only pioneering Shipbuilding Industry of India from a crisis which is purely a result of our Management's uncompromising attitude. We once again request you to kindly persuade our Management to agree to our just proposal for arbitration.

Thanking you,

For Hindustan Shipyard Labour Union faithfully,

[Signature]
Secretary

Telephone Numbers 42011-4 Telegrams 'MAZDOCK'

MAZAGON DOCK LTD.

Marine, Mechanical and Electrical Engineers

Our Ref. No. PD/Misc/112

Your Ref.No.

All Letters to be Addressed to
the Managing Director,
Registered Office & Workshop,
Dockyard Road, Mazagon,
B O M B A Y - 10.
31st July 1961.

The General Secretary,
Dockyard Labour Union,
Kangar Sadan,
Nawab Tank Road,
Mazagon,
B O M B A Y - 10.

Dear Sir,

Sub: Code of Discipline.

We refer to discussions with the undersigned last week in regard to the above, and have to inform you that the Defence Ministry under whose control the Company operates, has asked us to evolve with representatives of the recognised Union our own Code of Discipline.

Will you please, therefore, forward to us at an early date the Constitution of your Union or the Articles of Association - and also give this matter some thought in order to evolve a suitable Code of Discipline and Grievance Procedure.

Yours faithfully,
for MAZAGON DOCK LIMITED,

PERSONNEL MANAGER.

287

August 4, 1961.

Secretary,
Calcutta Port & Dock Workers Union,
Calcutta.

Dear Comrade,

Copy of Government of
India Notification dated 22.7.1961 is
enclosed for your information and
comments.

Yours fraternally,

(K.G. SRIWASTAVA)
Secretary.

COPY.

TO BE PUBLISHED IN THE GAZETTE OF INDIA PART II, SECTION
3 SUB-SECTION (ii).

Government of India,
Ministry of Labour & Employment.

Dated New Delhi, the 22.7.61

NOTIFICATION

S.O. The following draft of a scheme further to amend the Calcutta Dock Workers (Regulation of Employment) Scheme, 1956, which the Central Government proposes to make in exercise of the powers conferred by sub-section (i) of section 4 of the Dock Workers (Regulation of Employment) Act, 1948 (9 of 1948), is published as required by the said sub-section for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 1st September 1961.

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Draft Amendment.

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(1) the last sentence of sub-clause (2)(b)(i) of Clause 15 shall be deleted.

(2) for sub-clause (1) of clause 30 the following shall be ~~inserted~~ substituted:

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(i) where a Sardar is absent, the vacancy shall be filled up, in the following order, by:-

(a) the seniormost amongst Sardars of unbooked

employer or group of employers. If no such workers are available or if there is insufficiency of such workers, the vacancies shall be filled from amongst leave reserve workers.

[No.522(4)/61-Fac.]

(B.R. Khanna)
Under Secretary.

To
The Manager,
Govt. of India Press,
New Delhi.

Copy to:-

1. The Secretary to the Govt. of West Bengal, Lab. Deptt., Calcutta.
2. The Secretary, Calcutta Dock Labour Board, Fairlie Ware House, (1st Floor), Strand Road, Calcutta.
3. The Secretary, Bombay Dock Labour Board, Janmabhoomi Chambers, Fort Street, Bombay.
4. The Secretary, Madras Dock Labour Board, 22, North Beach Road, Madras.
5. The Chairman, Cochin Dock Labour Board, Cochin Harbour, Cochin.
6. The Chairman, Vizagapatam Dock Labour Board, Vizagapatam Port, Vizagapatam.
7. The Ministry of Transport, New Delhi with reference to their u.o.No.1252-POLEs/61 dated 3.6.61.
8. The Chief Labour Commissioner (Central), New Delhi.
9. The Genl. Secretary, The Employers' Federation of India, Army & Navy Building, 148, Mahatma Gandhi Road, Bombay.
10. The General Secretary, All India Organisation of Industrial Employers, Federation House, Bazar Road, New Delhi.
11. The General Secretary, The All India Manufacturers' Organisation Cooperative Assurance Building, 4th Floor, Sir Ferozeshah Mehta Road, Bombay.1.
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13. The Secretary, Hind Mazdoor Sabha, Servants of India, Society's Home, Sardar Patel Road, Bombay.
14. The General Secretary, The United Trade Union Congress, 249, Bowbazar Street, 1st Floor, Calcutta-12.
15. The General Secretary, A.I.T.U.C., 4, Ashoka Road, New Delhi.
16. The General Secretary, Indian National Dock Workers Federation Mazdoor Karyalaya, Congress House, Bombay.4.
17. The General Secretary, All India Port and Dock Workers' Federation, Port, Shramik Bhawan, 26, Dr.Sudhir Basu Road, Calcutta.23.
18. The Lok Sabha Secretariat.

Sd./-xxx

for Under Secretary.

DOCKYARD LABOUR UNION

(Registration No. 105)

I. R. : 2709 Ref. No. DLU/Misc/120/61. 1 AUG 1961

 18-P. T. KAMGAR SADAN,
 NAWAB TANK ROAD, MAZGOAN,
 BOMBAY 10.

August 7, 1961.

Dear Com. K.G. Shrivastav,

I am herewith enclosing copy of letter addressed to us by the Personnel Manager of Mazagon Dock Ltd.

I would like to know whether it has been agreed in Standing Labour Committee that concerns in the Public Sector such as Mazagon Dock will evolve their own Code of Discipline, separate from the one which has been accepted by all parties in the Indian Labour Conference. This will enable us to take up the matter with the Management in the light of clarification made by you. I am told that this letter has been written on account of the fact that a ~~question~~ question to that effect has been asked by some M.P. The above is supposed to be a reply to the same.

You must be knowing that just like Mazagon Dock Ltd., the Garden Reach Workshop of Calcutta has also been taken over by the Government and is run under the control of Defence Ministry. Hindustan Shipyard of Vizagpattam is also a public sector concern though under the control of Transport Ministry. I suggest that a meeting of the representatives of all these three concerns which are engaged in ship-building and ship repair work, should be held at the time of the General Council meeting to be held at the end of August. In any case please instruct Andhra and West Bengal State Committee to send ~~at least one~~ Comrade from their states who is connected with the ~~respective~~ respective Unions. This will enable us to discuss common problems and evolve a common line of action. Will you do something in the matter? Please send an early reply.

Greetings,

Com. K.G. Shrivastav,
 The Secretary,
 All India Trade Union Congress,
 4 Ashok Road, NEW DELHI.

Yours fraternally,



General Secretary

DOCKYARD LABOUR UNION

(Registration No. 105)

18-P. T. KANGAR SADAN,
NAWAB TANK ROAD, MAZGOAN.
BOMBAY 10.

Ref- No.DLU/Misc/138/61.

August 7, 1961.

Dear Comrade,

You must be knowing that Mazagon Dock Ltd. and Garden Reach Workshop which were formerly owned by P & O Company have been taken over by the Government of India and are at present run on a commercial basis but under the control of the Defence Ministry. Hindustan Shipyard of Vizag is another public sector concern in the same industry which is under the control of the Transport Ministry of Government of India.


I feel that representatives of Unions of all these three public sector concerns should meet together to discuss common problems. Such a meeting can be conveniently held at the time of the General Council Meeting of the AITUC to be held at Delhi from 31st August to 2nd September 1961. Please therefore make it convenient to depute at least one comrade who is connected with the Union of Hindustan Shipyard or Garden Reach Workshop ~~to~~ attend the General Council at Delhi. Please treat this matter as ~~an~~ urgent and favour me with an early reply.

Greetings,

Yours fraternally,

Copy to:

- 1) General Secretary,
Andhra Pradesh Trade Union
Committee of AITUC,
 - 2) West Bengal T.U. Committee
of AITUC,
 - 3) Com. K.G. Shrivastav,
Secretary, AITUC, NEW Delhi.
-


General Secretary.

(287)

TO BE PUBLISHED IN THE GAZETTE OF INDIA PART II, SECTION 3.
SUB SECTION (ii)

Government of India
Ministry of Labour, & Employment

A. I. T. U. C.
I.R. No. 2697. Date. 7 AUG. 1961
File No.
the 7th August, 1961.

Dated New Delhi,

NOTIFICATION

S.O. In exercise of the powers conferred by sub-section (1) of section 4 of the Dock Workers (Regulation of Employment) Act, 1948 (9 of 1948), the Central Government hereby makes the following scheme further to amend the Calcutta Unregistered Dock Workers (Regulation of Employment) Scheme, 1957, the same having been previously published as required by the said sub-section, namely:-

1. This scheme may be called the Calcutta Unregistered Dock Workers (Regulation of Employment) Amendment Scheme, 1961.

2. After clause 9 of the Calcutta Unregistered Dock Workers (Regulation of Employment) Scheme, 1957, hereinafter referred to as the said Scheme, the following clauses shall be inserted, namely:-

"9-A Classification of workers in the list.

(1) The Board shall arrange for the classification of workers by categories in the list and prepare and maintain a separate sub-list of workers for each of the categories or sub-categories referred to in sub-clause (2). The names of workers in each sub-list shall be so arranged that the names of workers under each listed employer are grouped together for the purpose of facilitating their employment under the second proviso to sub-clause (2) of clause 9-B.

(2) Dock workers listed under the Scheme shall be classified into the following categories, namely:-

- (a) Chipping workers,
- (b) Painting workers,
- (c) Baggers,
- (d) Stitches,
- (e) Salt workers,
- (f) Workers employed on vessels for coal stevedoring and coal bunkering work

The Board may, if considered necessary for the efficient performance of work, further classify the workers of any category into sub-categories.

9-B Pool of listed workers

(1) Each sub-list of workers prepared under sub-clause (1) of clause 9-A, shall constitute a pool of workers for the category or sub-category, if any, as the case may be, to which the said list relates.

(2) The listed workers in each pool shall be allotted work by rotation as far as practicable:

Provided that where work is carried on by a gang, the allotment of work by rotation shall be by gangs:

Provided further that each listed employer shall

be entitled to employ his monthly workers and the workers listed in his group in preference to other listed workers in the pool.

9-C Association of listed employers.

In respect of each pool of workers, the listed employers, having their own workers in that pool, shall form themselves into an Association. The Association shall be responsible for complying with the provisions of sub-clauses (1) and (3) of clause 9-D and sub-clause (5) of clause 11.

9-D Common call point for listed workers:

(1) Each Association of employers shall prescribe a common call point for the workers in the pool with which the Association is concerned.

(2) The listed workers of each pool shall report at the call point prescribed for their pool in accordance with such directions as may be issued by the Association from time to time.

(3) The Association shall make adequate arrangements:-

(i) for the reporting of listed workers at the call point in accordance with sub-clause(2);

(ii) for allotment of work by rotation in accordance with sub-clause (2) of clause 9-B;

(iii) for making direct payment of wages and allowances in accordance with sub-clause(4) of clause 11;

(iv) for such other incidental and supplementary matters as may be necessary or expedient.

9-E Special provisions for baggers:

(1) The baggers shall be employed in gangs, each gang consisting of four workers.

(2) Each gang of baggers allotted work shall be supplied by the Association with a certificate of their output at the end of the shift in which the gang worked.

3. In clause 11 of the said Scheme:-

(i) for sub-clauses (3), (5) and (8), the following sub-clauses shall respectively be substituted, namely:-

"(3) A list^{ed} employer shall prepare at the end of each month a statement separately for each category or sub-category, if any, as the case may be, of listed workers employed by him, showing the number of days for which each worker was employed by him and the payments made to each worker.

(5) At the end of each month a listed employer shall make a summary of the monthly statements referred to in sub-clause(3)

and submit it to the appropriate Association of listed employers within a fortnight of the commencement of the next month. The Association shall consolidate the statements received from the individual listed employers and after checking them to the extent possible forward a consolidated statement to the Board before the expiry of the month following that to which the statement relates. Each listed employer shall also maintain such registers and records as the Board may require and submit them along with any other return and information as may be required by it through the appropriate Association, which shall consolidate them and then forward to the Board. All registers, records and returns shall be made available for inspection by the officers of the Board whenever required.

- (8) Subject to the provisions of sub-clause (2) of clause 9-B, a listed employer shall not engage a worker of the category or sub-category, if any, referred to in sub-clause (2) of clause 9-A who is not listed so long as a worker of the same category or sub-category is available for employment in the pool. If the number of workers in the pool is not sufficient for the work available, the employer may employ to the extent possible the workers available for work in other pool or pools provided that such workers are considered suitable by the employer, and if there is no such suitable worker, the employer may employ unlisted workers."

(ii) Sub-clause (9) shall be omitted.

4. For paragraph (a) of sub-clause (3) of clause 12, the following paragraph shall be substituted, namely:-

"(a) report at the common control point in accordance with sub-clause (2) of clause 9-D; and"

5. In clause 13 of the said Scheme for the word and figure "clause 1", the words, brackets and figures "clause 1 and sub-clause (8) of clause 11" shall be substituted.

6. In sub-clause (4) of clause 14, of the said Scheme for the words "by whom that worker is employed", the words "with whom that worker is listed" shall be substituted.

[No. 529 (11)/61-Fac.]

(B.K. Bhattacharya)

Deputy Secretary to the Govt. of India.

To -

The Manager,
Government of India Press,
New Delhi.

Copy to:-

1. The Secretary to the Govt. of West Bengal, Lab. Deptt., Calcutta.
2. The Secretary, Calcutta Dock Labour Board, Fairlie Ware House, (1st Floor), Strand Road, Calcutta.
3. The Secretary, Bombay Dock Labour Board, Janmabhoomi Chambers, Fort Street, Bombay.
4. The Secretary, Madras Dock Labour Board, 22, North Beach Road, Madras.
5. The Chairman, Cochin Dock Labour Board, Cochin Harbour, Cochin.
6. The Chairman, Vizagapatam Dock Labour Board, Vizagapatam Port, Vizagapatam.
7. The Ministry of Transport, New Delhi.
8. The Chief Labour Commissioner (Central), New Delhi.
9. The Genl. Secretary, The Employers' Federation of India, Army & Navy Building, 148, Mahatma Gandhi Road, Bombay.
10. The General Secretary, All India Organisation of Industrial Employers, Federation House, Bazar Road New Delhi.
11. The Genl. Secretary, the All India Manufacturers' Organisation Co-operative Assurance Building, 4th Floor, Sir Ferozeshah Mehta Road, Bombay-1.
12. The Genl. Secretary, The Indian National Trade Union Congress, 17, Janpath, New Delhi.
13. The Secretary, Hind Mazdoor Sabha, Servants of India, Society's Home Sardar Patel Road, Bombay.
14. The Genl. Secretary, The United Trade Union Congress, 249, Bowbazar Street, 1st Floor, Calcutta-12.
15. The Genl. Secretary, The All India Trade Union Congress, 4, Ashoka Road, New Delhi.
16. The Genl. Secretary, Indian National Dock Workers Federation Mazdoor Karyalaya, Congress House, Bombay-4.
17. The Genl. Secretary, All India Port and Dock Workers Federation, Fort Shramik Bhawan, 26, Dr. Sudhir Basu Road, Calcutta-23.
18. The Lok Sabha Secretariat.

J. Man
7/9
for Deputy Secretary.

August 14, 1961

Dear Com.Kolhatkar,

Thanks for your letter of August 7.

2. The Code of Discipline adopted by the Indian Labour Conference applies both to Private and Public Sectors.

Additional clauses to this code have been added. Additional mutual agreement between the unions and the employer.

In plantations, a clause for giving 14 days' notice (not specified in the ILC Code) of strike and lock-out has been added after agreement in the Industrial Committee meeting.

In Bharat Electronics, Bangalore, certain other clauses have been added and the union was apparently forced but formally agreed to it.

With greetings,

Yours fraternally,

K.G.

(K.G.Sriwastava)

P.S. You have already written to the comrades concerned and if they come, there can be a conference of the three of you.

K.G.

M. V. Bhadram.

(287)

14.55

A. I. T. U. C.	
I. R. No. 2893	Date 12.1.11
File No.	Replied on

1009/82, Visakhapatnam-1,

August 18, 1961.

Dear Com. Dange,

I confirm the telegram sent today. The strike of the ship yard entered its seventh day. All the workers except those who are permitted by the union like the scavengers, electricity etc. are on strike. The strike is very peaceful. All the negotiations at this end were failed. The efforts of the Collector and Commissioner of Labour of the State Government are ^{not} successful. The State Government and the Labour Department of the State are anxious to bring about a settlement leading to calling off the strike but they are helpless as the key is firmly held by the Ministry of Transport and it appears they want to teach the workers a lesson by remaining adamant even on reasonable demands.

After the strike was commenced when approached the union placed minimum demands for calling off the strike. They are 1) Withdrawal of the orders of suspension given to two workers, 2) stoppage of voluntary cut from the wages of workers from the pay of July payable in August, 3) Sanction of leave of 15 days and a quarter (they are already enjoying 12 days and a quarter) and 4) the rest of the demands to be left to the Labour Commissioner at his discretion for reference to arbitration. This was rejected by the Transport Ministry. There was a proposal from the official source which the workers were willing. It is like this. 1) Orders of suspension would be withdrawn, 2) All the labourers doing the slinging work would be paid one anna (six nps) as adhoc increment till the issue is settled provided the management would withdraw the increment if the settlement is against the workers, 3) A tripartite meeting consisting of representatives of the State and Central Governments, Management and the workers would meet at Hyderabad to discuss denovo all the demands with a view to arrive at a settlement, 4) The demands on which no agreement can be arrived at would be referred to a Tribunal. As stated above the workers were willing to accept the proposal but the Ministry of Transport rejected the same and on the other hand offered the following proposals. 1) Lifting of suspensions with oral warnings, 2) Payment of six nps as stated above, 3) 3 of the demands items 4, 15 and 22 of the strike notice are to be conceded, 4) five, items 7, 8, 9, 10 and 16 are to be rejected and 5) the rest are to go for adjudication. The workers were not willing to accept the same for the following reasons. (a) The issues on which the two workers were placed under suspension is to go for arbitration or adjudication as the case may be and without the issue being decided warnings would be pre-judging the issues (b) The tribunal the workers suggested is quite different from that one suggested by the Transport Ministry is quite different and not the same. Further when the Govt. of India is ^a party to Code of Discipline why do ^{they} not accept arbitration when the workers suggested and wanted it. (c) The demands which

pay strike for a day and a strike for two hours on 10th May. Fifthly, when union demand for more wages for the workers (unskilled) who were doing slinging work in the Shipwright department (when the ~~slinger~~ workers in the other departments doing the similar work are on higher wages) the labourers on the advise of the union refused to do slinging work. The management instead of tackling the basic problem resorted to disciplinary proceedings by placing two workers under suspension ~~xx~~ from the evening of 27th July. From the next morning the entire department about 115 workers began sta-in-strike.

On 28th July the general body of the union met and decided to serve a notice of strike and the strike to commence from 12th August. The union made it clear that they are prepared for arbitration on all the points. This aspect was clearly stated in the notice of strike.

Between April and July 22nd there were negotiations between the management and the union representatives. The negotiation failed and some information about it I will send seperately tomorrow.

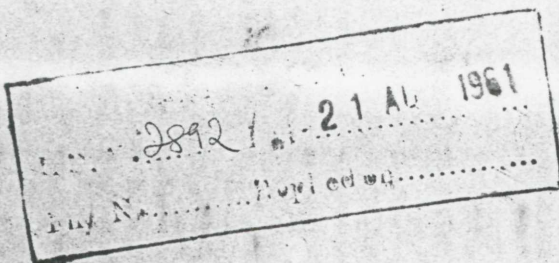
After serving the notice of strike the Asst. Commissioner of Labour of the State arrived here and started negotiations. It was on 2nd August a settlement was in sight and the union representatives agreed to the draft prepared by the Asst. Commissioner of Labour but the M.D. left the place by plane to Bombay and then to Delhi. The Asst. Commissioner who also travelled in the same plane had a talk with the M.D. and sent another draft to the union which accepted the same with minor alterations. But the M.D. returned on 9th and kept quiet. Asst. Commissioner again arrived on 10th and did not know where to begin negotiations as the management told that they ~~xxx~~ were awaiting instructions from Delhi. On 11th at 3⁰/₀ clock the proposals of the Government were communicated to the union orally. The proposals were (1) Withdrawals of suspensions, (2) Adhoc payment of six nps. with the condition it would be recovered in case the award is against the workers, (3) Three of the demands as stated above are to be conceded, (4) Five are to be rejected, (5) Eight are to be sent for arbitration and (6) Eight are to be sent to adjudication. Further the issues connected with the suspensions and the stay-in-strike are also to be sent to arbitration. With some alteration i.e. the demands that are to be rejected and adjudicated the workers should have a right to go to Delhi and make representation to the Ministry of Transport.

The other information which I wanted to communicate will be sent to you tomorrow.

Yours fraternally,

M. V. Bhadram

M.V. Bhadram.



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9/82 Double Roads,
VISAKHAPATNAM- I,
Dt., 19-8-'61.

Dear Comrade Dange,

Please refer to my letter dated 18-8-61. It was an incomplete one and there are some changes on page there. Hence I am enclosing herewith a note which is a complete one. I hope to hear from you at an early date.

Yours fraternally,

M. V. Bhadram.

(M.V. Bhadram)

Comrade S.A. Dange, M.P.
NEW DELHI.

9/82 Double Roads,

August 18th 1961.

A note on the strike situation
in the Shipyard.

The strike of the Shipyard entered its seventh day. All the workers except those who are permitted by the union like the scavengers, electricity etc., are on strike. The strike is very peaceful. All the negotiations at this end failed. The efforts of the Collector and Commissioner of Labour of the State Government are not successful. The State Government and the Labour Department of the State are anxious to bring about a settlement leading to calling off the strike but they are helpless as the key is firmly held by the Ministry of Transport and it appears they want to teach the workers a lesson by remaining adamant even on reasonable demands.

After the strike was commenced when approached the union placed minimum demands for calling off the strike. They are 1) Withdrawal of the orders of suspension given to two workers. 2) Stoppage of voluntary cut from the wages of workers from the pay of July payable in August, 3) Sanction of leave of 15 days and quarter (they are already enjoying 12 days and a quarter) and 4) the rest of the demands to be left to the Commissioner at his discretion for reference to arbitration. This was rejected, by the Transport Ministry. There was a proposal from the official source which the workers were willing. It is like this.

1) Orders of suspension would be withdrawn, 2) All the labourers doing the slinging work would be paid one anna (six nPs) as adhoc increment till the issue is settled provided the management would withdraw the increment if the settlement is against the workers, 3) A tripartite meeting consisting of representatives of the State and Central Governments, Management and the workers' ~~representatives~~ would meet at Hyderabad to discuss de novo all the demands with a view to arrive at a settlement, 4) The demands on which no agreement can be arrived at would be referred to a Tribunal.

As stated above the workers were willing to accept the proposal but the Ministry of Transport rejected the same and on the other hand offered the following proposals. 1) Lifting of suspensions with oral warnings, 2) Payment of six nPs as stated above, 3) 3 of the demands items 4, 15 and 22 of the strike notice are to be conceded, 4) five, items 7, 8, 9, 10 and 16 are to be rejected and 5) the rest are to go for adjudication. The workers were not willing to accept the same for the following reasons. (a) The issues on which the two workers were placed under suspension is to go for arbitration or adjudication as the case may be and without the issue being decided warning would be pre-judging the issues. (b) The tribunal, the workers suggested is quite different from the one suggested by the Transport Ministry and not the same. Further when the Govt. of India is party to Code of Discipline why do not they accept arbitration when the workers suggested and wanted it.

(c) The demands which are to be conceded are (1) Code of Discipline, (2) Construction of cycle shed and (3) Removal of anomaly with regard to the wages of a worker when promoted to the post of chageman. (d) Some of the demands which are to be rejected are important and directly relate to the policy of the Government such as abolition of contract labour. Further there is a principle involved in it. When the employing department of the Govt. rejects the demands of the workers they have to keep quite and the machinery prescribed in the Industrial Disputes Act is not available to them.

Your will bear with me if I take back to the circumstances that led to the strike. The present Managing Director who is a Naval Officer was posted in the year 1958. In the beginning he was getting on well with the workers and the workers were also co-operative and helping him. When the question of payment of D.A. on the basis of 12th and 13th slabs and the question of idle labour came up, after prolonged discussions the union offered to have a voluntary cut (upto to a wage of Rs.199/- Re.1 cut, upto Rs.299/- Rs.2, like that) and agreed to do alternate jobs. This offer was well received by the Managing Director (M.D) As a result of these discussions D.A. on the 12th and 13th slabs was paid and the voluntary cut was put into effect and the cut effected every body including the M.D. Though this cut or the deduction is against the provisions of Payment of Wages Act every body kept quite because it was a voluntary one. This was the type of relation that existed in the year 1958.

After some time, in the middle of 1959 the relationship started deteriorating. The M.D. started taking unilateral decisions and tried to impose them on the workers. At every stage the workers put up stiff resistance on the attempt of the management to take away the existing right or the privileges. First, the number of workers in the erection squad was reduced in 1959 the workers resisted and the management retraced its steps. Second, fitters of the Blacksmith shop were asked to do drilling, the workers resisted. The management resorted to disciplinary actions and the workers served a notice of strike in the month of October 1960. ~~THE~~ In eleventh hour there was a settlement. Third, the number of workers in the marking squad was reduced and the workers again resisted. The management resorted to disciplinary actions including dismissals in the month of January this year. The workers commenced strike but on the intervention of the Collector it was somehow settled. Fourth, After the launching of the ship the yard is closed for the day and the launching was done so far before 9 a.m. on a working day. This has been the practice ever since the 1st launching in the yard. But the M.D. took a unilateral decision and decided to have the launching on a holiday (16th April) to avoid giving holiday to the workers. The workers protested against this and when the management did not yield the workers boycotted the launching (not those workers who were employed on launching work) and on the next day 17th April, struck work for a day which was followed by Pay strike

pay strike for a day and a strike for two hours on 10th May. Fifth, when the union demanded more wages for the workers (unskilled) who were doing slinging work in the Shipwright berth department (when workers in the other departments doing the similar work are on higher wages) when the management refused to pay more wages, the labourers on the advice of the union refused to do the slinging work. The management instead of tackling the basic problem resorted to disciplinary action by placing the two workers under suspension from the evening of 27th July. From the next ~~ex~~ morning the entire department about 115 workers began stay-in-strike.

On 28th July the general body of the union met and decided to serve a notice of strike and the strike to commence from 12th August. The union made it clear that they were prepared for arbitration on all the points. This aspect was clearly stated in the notice of strike itself.

After the strike notice has been served the Asst. Commissioner of Labour of the State (A.C.L.) had arrived here and started negotiations. It was on 2nd August a settlement was in sight and the union representatives agreed to the draft proposed by A.C.L. but the M.D. left the place by plane to Bombay and then to Delhi without finalising the same. The A.C.L. who also travelled in the same plane had a talk with the M.D. and sent another draft to the union and the union accepted the same with minor alternations. But the M.D. returned only on 9th and kept quiet. The A.C.L. had again come here on 10th and did not know where to begin negotiations as the management told that there was ^{nothing} in their hands and awaiting instructions from Delhi. On 11th August at 3⁰ Clock the proposals of the Government of India were orally communicated to the union. The proposals were (1) Withdrawal of suspension orders, (2) Adhoc payment of six nps. per worker who are doing the slinging work with a condition that it would be recovered in case the award goes against the workers, (3) Three of the demands as stated above are to be conceded, (4) Five are to be rejected, (5) Eight are to be sent to arbitration and (6) The remaining eight to adjudication. Further the issues connected with the suspensions and the stay-in-strike are also to go to arbitration. With some alteration i.e the demands that are to be rejected and adjudicated upon, the workers should have a right to make a representation to the Ministry of Transport, the union leadership was prepared to accept. But there was an hour's time for them to go to general body meeting which was scheduled to 5 p.m. The strike tempo had gone high and it was not possible for them to convince the general body. Had the proposals made one day earlier it would have been possible for the leadership of the union to convince the workers. According to my information the Management knew the proposals on 9th itself.

It appears there was a meeting in Delhi on either 7th or 8th in which the official of the Ministry of Transport, Ministry of Labour, the Managing Director of the Shipyard, Shri Raj Bahadur, Minister of State and Dr. Lanka Sundaram who was not well acquainted with the situation were

all participated. The union was not invited to this meeting. I understand there, they had taken a decision and the Ministry of Labour to give instructions to the Labour Department of the State Government as to how they should proceed in the matter. The instructions are contained in the form of proposals as stated in para three on page three above. Here the Ministry of Labour had acted as a henchman of the Employer (Ministry of Transport). The Ministry of Labour had utterly failed to discharge its obligations either under the Code of Discipline or under the Statutes. Code of Discipline envisages arbitration and when the union wanted arbitration how they are forcing adjudication is a matter of inference. Secondly Abolition of contract system is one of the demands to be rejected. I do not know how can the Ministry of Transport reject it and the Ministry of Labour ditto it when the Government is committed to the abolition of contract labour. Workers wanted no further voluntary cut in addition to refund of the amount ~~so~~ deducted so far. The deductions made so far do not come under the legal ~~is~~ (permissible) deductions listed in the Payment of Wages Act. This ~~this~~ according to the proposals of the Government is to go for adjudication. I do ^{know with} ~~not~~ ^{what} sense of responsibility the Ministry of Labour has instructed the State Labour Department to refer that issue for adjudication.

I have stated earlier how the voluntary cut came into existence. The M.D. from the beginning has been foregoing Rs.27/- every month. But without informing the union he stopped his cut from the April last. The workers took ~~a~~ ^{it} very seriously but the management tried to advance silly arguments in support of the action taken by the Managing Director. The union which was not convinced of the arguments raised it as a demand. The management even ^{now} is not prepared to give an assurance that they will not deduct in future. I do not ~~know~~ ^{know with} what authority they can deduct it in future in view of the provisions of the Payment of Wages Act.

Between April and 22nd July there were negotiations between the management and the union. Ultimately the negotiations failed. But I would like to deal on two issues. One: The labourers refused to do slinging work for some time past. During the negotiations this issue came up and union wanted the M.D. to give them an oral assurance that there was a necessity of slingers in that department and they would advise the workers to carry on the work pending fixation of the number by the M.D. I had the occasion to go thru the minutes of the meeting supplied by the management and it is obviously clear that the M.D. had given such ^{an} assurance and the workers did carry on the work. But on 22nd July the M.D. went back on his assurance. So the workers refused to do the work subsequently. There are six cranes in the Shipwright Berth Department and there is not even one slinger in the said dept. whereas there are about 260 slingers in other departments working under the cranes. Their scale of ^{pay} (per day) is Rs.1-3-0/0-1-0/ 1-10-0/ 0-1-0/ 1-12-0 .

Two: Regarding launching holiday and other leave facilities the position is given below.

Existing leave facilities in addition to leave under Factories Act.

	No. of days.		No. of Wage days.
Sick leave with full wages	--- 7	---	7
do do on half basic and full D.A.	3	---	2½
Launching holidays (average) per year	3	---	3
	<u>13</u>	---	<u>12½</u>

During the discussions Management's offer:

Casual leave, sick leave and special sick leave of 7 days which can be availed after accumulation of 21 days i.e. after 3 years.	19	- - -	15½
--	----	-------	-----

Workers will forego one day earned leave to which they are entitled to under the provisions of the Factories as they will not earn leave for the period of authorised leave.

Workers Demand:

Sick leave on full wages	-- 7	---	7
Casual leave on full wages	-- 7	---	7
Special sick leave on half wages	7	---	3½
	<u>21</u>		<u>17½</u>

O R

All leaves put together excluding the special sick leave			15½
--	--	--	-----

Because of the insistence of the M.D. on the special sick leave being included in 15½ days the negotiations broke. The workers in effect wanted only two days more than the existing leave facilities.

SUMMING UP: The workers wanted arbitration which in accordance with the Code of Discipline but rejected by the Management and the MOT. (2) Workers accepted the 1st draft of the A.C.L. to avert the strike but the management did not accept the same. (3) The workers accepted the 2nd draft of the A.C.L. but rejected by the management. (4) Workers accepted tripartite negotiations but rejected by the MOT. (5) It is obvious from what had happened that the Managing Director and/or the Ministry of Transport wanted a strike and too an indefinite one. (6) The role of the Ministry of Labour & Employment in the episode.

GREAT VICTORY OF SCINDIA EMPLOYEES

The employees of the Scindia Steam Navigation Company Ltd., in Bombay and Calcutta, have won a notable victory. They have been able to secure a minimum wage of Rs.150~~rs~~ per month for sub-staff and Rs.215 per month for staff. The D.A. is linked with the cost of living index.

The employees secured the gains as a result of an agreement between the Company and the Scindia Employees' Union, Bombay and the Scindia Employees' Union, Calcutta. The agreement was signed on July 5.

The main pay scales are the following:

1. Selection Grade: Rs.400-25-450.

2. Clerical Grade: Rs.85-5-100-8-140-12-200-EB-15-260-20-400. Stenographers with a speed of 120 words would start at Rs.132 and those with less speed would start at Rs.100, For graduates, the starting pay would be Rs.116 and for typists and undergraduates - Rs.95.

~~3.~~ 3. The diploma holders in engineering and similar hands would be on the scale starting at Rs.124~~rs~~ and reaching upto Rs.450.

4. The peons, sweepers, etc., would get a scale of Rs.40-2-42-3-54-EB-4-70-5-105.

The D.A. would be on the following scale, linked to ~~xxxxxx~~ consumer price index numbers.

For staff drawing salary of less than Rs.150 per month:

Between Index Nos.395-404 - 100% of basic salary (minimum D.A. * Rs.95); 405-414 - 105% (min.D.A. Rs.100); 415-424 - 110% (min.D.A. Rs.105); 425-434 - 115% (min.D.A. Rs.110); 435-444 - 120% (min.D.A. Rs.115).

L.R.N. 2015 129 AUG 1982
File No.

Visakhapatnam - 1
28.8.1961

287

Dear Com. Srivastava,

I hope Com. Wange is progressing in the nursing home.

Due to pressure of work here I am not attending the meeting of the General Council.

Regarding the Shipyard strike you might have gone thru my letter to Com. Wange, which gives you a fair account of the same. The strike is continuing and four worker leaders 1) Sri P. Veeranna, President 2) K. Anjaneyulu, Secretary, 3) Com. P. Appanna, Addl. Secretary and 4) Com. N. Appalaraju Vice president have left place this place for Delhi and they will be arriving there during the course of today.

When they met the State Labour Minister at Hyderabad 10 days ago he advised them to call off the strike since some of the demands

have already referred to adjudication and further continuance of strike was prohibited and also advised them to come to Delhi by end of the month for discussing the whole dispute with the Union Labour Minister. That is why they are coming to Delhi.

After their return from Hyd. it was felt calling off the strike would be advantageous and the Union accordingly decided. But they have to surmount three difficulties in the matter.

1) The two suspended workers should be put back to duty, 2) they should not be given oral work warning and 3) As soon as resumption of work is done either the labourers should be paid 0.6 rps till the award ~~at the~~ for doing slinging work or they should not be entrusted with that work at all. In the resolution of the general body calling of the strike all the above three are incorporated in the resolution in such a way that they do not appear as pre conditions but in effect they are. The manage-

ment lifted the Suspension with immediate effect and without oral warnings on 25.5.61. Regarding the third one They wanted the union to specify what they exactly they meant. They also told the Conciliation officer that they were prepared to pay six rps provided the union specifies the same. But the union leaders despite my advice refused to ~~it~~ specify the same and thus the strike continues. The strike since the last two days is continuing due to idiocracy of the president. ~~Calling of the~~ you will know the further details from our comrades.

you know that the union is being managed by our people and Dr. Lanka Sundaram's group jointly. The first two refused to do so i.e. the president and the Secretary belong to Sundaram's group where as the other two are our party comrades. And one of them is a member of the Dist. Council of the party and the other is a municipal Councillor.

Please help our two comrades by putting them in touch with our M.P.s.

Com. S.Y. Kolhatkar of Bombay, has
written a letter to APTUC with a copy to ASTUC.
Please tell him that the Shipyard Union people
are there and introduce our two comrades to
him.

With greetings

Yours fraternally

M. V. Bhadram.

P.S. of Com. Vallebbare comes there
please tell him that Shipyard Union
people have come there. Probably
they will be staying in South India
Hotel in Cannaugat Circus.

14-3
THE VIZAGAPATAM HARBOUR & PORT WORKERS' UNION.

Harbour Approach Road, Vizagapatam-1. "విద్యార్థి లిబరలహార్వ".

కోట:

విశాఖపట్నం హార్వరు అండ్ పోర్టు కార్క సంఘం.

హార్వరు అప్రోచ్ రోడ్డు, విశాఖపట్నం-1

(28)

మా నెం. 6/86/61

A. I. T. రిజిస్ట్రేషన్ నెం. 65 - స్థాపితం 1936.
I. R. No. 226/M. Date. 25-8-1961
File No. Replied on.....
విశాఖపట్నం

1. To The Minister for Transport & Communications, Government of India, New Delhi.
2. To The Minister for Labour & Employment, Government of India, New Delhi.
3. To All India Trade Union Congress, 4. Asoka Road, New Delhi.

Dear Sir,

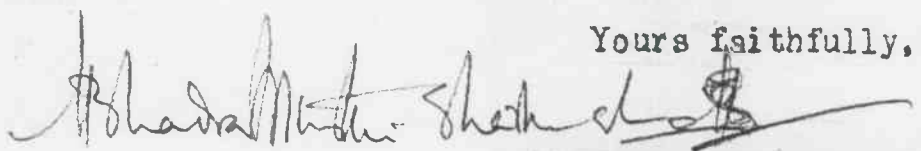
The post copy below confirms the telegram given by me Yesterday. on 24.8.61

TRANSPORT	LAB MINISTER	AITUCONG	
NEW DELHI.	NEW DELHI.	NEW DELHI.	
SETTLE	SHIPYARD	STRIKE	REFERENCE
ISSUES	ARBITRATION.		

HARBOUR & PORT WORKERS' UNION.

A line in acknowledgement of this letter & telegram would be gratefying.

Yours faithfully,



(M. BHABHA MITHI SHARMA)

General Secretary;
Vizagapatam Harbour and
Port Workers' Union.

Class: 0

To

- 1) The Prime Minister, Govt. of India, New Delhi.
- 2) The Home Minister, Govt. of India, New Delhi.
- 3) The Labour Minister, Govt. of India, New Delhi.
- 4) The Minister for Transport & Communications,
Govt. of India, New Delhi.
- 5) The Director General, Posts & Telegraphs, New Delhi.

ABOUT THREE HUNDRED CENTRAL GOVERNMENT
EMPLOYEES INCLUDING FORTY IN P & T STILL OUT
OF SERVICE STOP THOUSANDS SUBJECTED TO HEAVY
LOSSES AND SERVICE DISABILITIES STOP RECOGNITION
FEDERATION AND UNIONS ABNORMALLY DELAYED HAMPERING
LABOUR RELATIONS STOP REQUEST IMMEDIATE
RESTORATION RECOGNITION AND REHABILITATION STRIKERS.

5 SEP 1961

CIRCLE SECRETARY,
AIAOEA CIRCLE OFFICE, BOMBAY.

Copy by post for information and favour of such action
as is deemed fit, to

- 1) Hon. Shri S.K. Patil, Minister for Food and Agriculture
Govt. of India, New Delhi.
- 2) Hon. Shri V.K.K. Menon, Minister for Defence,
Govt. of India, New Delhi.
- ✓ 3) Shri S.A. Dange, M.P., New Delhi.
- 4) Shri G.K. Mane, M.P., New Delhi.
- 5) The General Secretary, A.I.A.O.E.A., C/o NFPTE,
9, Pusa Road, New Delhi-5.
- 6) The Secretary-General, NFPTE, New Delhi.

5 SEP 1961

Ch. Jambhakar
Circle Secretary,
AIAOEA, Circle Office, Bombay.

THE VIZAGAPATAM HARBOUR & PORT WORKERS' UNION
Harbour Approach Road, Vizagapatam

విశాఖపట్నం హార్బరు ఆండ్ పోర్టు కార్మిక సంఘం.

హార్బరు అప్రోచ్ రోడ్డు, విశాఖపట్నం-1

రిజిస్ట్రేషన్ నెం. 65 - ఫిబ్రవరి 1936.

మా నెం. G/196/61

U. C. C. Date 12/9
File No. ~~XXXXXXXXXX~~

తేది 13-- 9-- 1961.

287

To

The Manager,
"TRADE UNION RECORD"
All India Trade Union Congress,
4, Asoka Road, New Delhi.

Dear Comrade,

Reg: Subscription No.T.478.

I request you to let us know the date of
expiry of subscription paid towards the above number
and the amount we have to pay to renew the same.

Encl: Nil.
MBS,
13/9.

Yours Comradely,

Shardul Chatterjee

General Secretary. 13/9/61
Vizagapatam Harbour
Port Workers' Union

[Handwritten signature]

THE VIZAGAPATAM HARBOUR & PORT WORKERS' UNION.

కొడ: Harbour Approach Road, Vizagapatam. 1 గ్రామ్ : "తేజరహార్".

వీశాఖపట్నం హార్బరు ఆండ్ పోర్టు కార్మిక సంఘం.

హార్బరు అప్రోచ్ రోడ్డు, విశాఖపట్నం-1

రిజిస్టర్డ్ నెం. 65 - స్టాపికం 1936.

తేది 27-- 9-- 1961.

మా నెం. VPT/107/61

~~XXXXXXXXXX~~

To

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

A. I. T. U. C.
I. R. No. 3471 - 2 OCT. 1961.
File No.

Dear Com. Sriwatsawa,

Will you kindly secure for us a copy of the Bill which will be introduced in Parliament's Nov.'61 Session, aimed at setting up a Port Trust for Vizagapatam Port.

Thanking you,

Encl: Nil.
MBS,
27/9.

Yours Comradely,



General Secretary,
Vizagapatam Harbour and
Port Workers' Union

THE VIZAGAPATAM HARBOUR & PORT WORKERS' UNION.

ఫోన్: Harbour Approach Road - Vizagapatam (తెలంగాణ): "శేరిలింగంపల్లి".

విశాఖపట్నం హార్బరు ఆండ్ పోర్టు కార్మిక సంఘం.

హార్బరు అప్రోచ్ రోడ్డు, విశాఖపట్నం-1

U.T. నెం. 65 - స్టాంపు 1936.

మా నెం. 105/61. 287. 23-9-1961.

XXXXXXXXXXXX

Vizagapatam

Dear Com. Sriwatsawa,

1. Kindly buy for us the following at Kitab Mahal, Jan Path or Manager of Govt. of India Publications, Civil Lines, obtaining the Receipt in the name of our Union. I will arrange remittance soon on receipt of the Gazettes.

(i) Central Civil Services (Revised Pay) First Amendment Rules, 1960. 2 Copies, Gazette of India Extraordinary Date not known.

(ii) -do- 2nd. Amendment Rules, 1960. 1 copy Gazette of India Extraordinary Part II - Sec. 3 - Sub-Sec.(ii) of Dt. 23-9-60 No. 187-A, Pp 547/1 to 547/115.

Despatched on 27th October 61. By V.P. Rs. 3-75 P.O. only.

P.T.O.

15-10-60
21-10-60
26-10-60
29-10-60
1-11-60

14-11-60
25-11-60
30-11-60
5-1-61
22-2-61
20-3-61
17-7-61

26-7-6

2. Kindly invite the attention of Manager, T.U. Record to our No.G/96/61 dt.13-9-61 and seek an early reply.

Encl: Nil.
MBS.
28/9.

Yours faithfully,
[Signature]

General Secretary,
Viragapatam Harbour &
Port Workers Union

3 Copies, Gazette of India Extraordinary, Date not known.
1 copy Gazette of India Extraordinary, Part II - Sec. 3 - Sub-Sec. (ii) of Dt. 23-9-50 No. 137-1, Pp 847A to 847B.

(i) Central Civil Services (Revised Pay) First Amendment Rules, 1950.
(ii) -do- -do- Amendment Rules, 1950.

T.O.

15. The General Secretary, The All India Trade Union Congress, 4, Ashoka Road, New Delhi.

TO BE PUBLISHED IN THE GAZETTE OF INDIA PART II, SECTION
3. SUB-SECTION (ii)

A. I. T. U. C.

GOVERNMENT OF INDIA
MINISTRY OF LABOUR & EMPLOYMENT

287

I.P. No. 347 Date: 5 Oct 1961

Dated New Delhi, the 30.9.61

14 OCT 1961

NOTIFICATION

S.O. The following draft of a scheme further to amend the Bombay Unregistered Dock Workers (Regulation of Employment) Scheme, 1957, which the Central Government proposes to make in exercise of the powers conferred by sub-section (1) of section 4 of the Dock Workers (Regulation of Employment) Act, 1948 (9 of 1948), is published as required by the said sub-section for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 1st November, 1961.

before Any objections or suggestions which may be received from any person with respect to the said draft the date so specified will be taken into consideration by the Central Government.

Draft Scheme

1. This Scheme may be called the Bombay Unregistered Dock Workers (Regulation of Employment) Amendment Scheme, 1961.

P.T.O.

2. In the Bombay Unregistered Dock Workers (Regulation of Employment) Scheme, 1957, after sub-clause (e) of Clause 4, the following sub-clause shall be inserted, namely:-

"(ee) providing ⁷ medical facilities for listed dock workers;"

[530(1)/61-Fac.]

(B.K. Bhattacharya)
Deputy Secretary

To
The Manager,
Government of India Press,
New Delhi.

Copy to:-

for Deputy Secretary.

207
Oct. 3, 1961

Dear Com. Ganguli,

Your allowance was for one month
only and not monthly.

With greetings,

Yours fraternally,

K.G.

(K.G. Sriwastava)

Com. D.K. Ganguly,
Calcutta Port & Dock Workers Union,
Calcutta.

TO BE PUBLISHED IN THE GAZETTE OF INDIA PART II SECTION
3 SUB-SECTION (11)

287

A. T. P.
I.P. 3714
12 FEB 1961
The No.
.....

GOVERNMENT OF INDIA
MINISTRY OF LABOUR & EMPLOYMENT

....

Dated New Delhi, the

N O T I F I C A T I O N

S.O. In exercise of the powers conferred by sub-section (1) of section 4 of the Dock Workers (Regulation of Employment) Act 1948 (9 of 1948), the Central Government hereby makes the following scheme further to amend the Vizagapatam Dock Workers (Regulation of Employment) Scheme, 1959, the same having been previously published as required by the said sub-section namely:-

S C H E M E


1. This Scheme may be called the Vizagapatam Dock Workers (Regulation of Employment) Amendment Scheme, 1961.

2.....

(2) In the Vizagapathu Dock Workers (Regulation of Employment) Scheme, 1959, in sub-clause (17) the words, "Tindal, Winchman, Tipper and Signalman" shall be omitted".

[(3) of
clause

[526(6)/61-Fac.]


(B.K. Bhattacharya)

Deputy Secretary to the Government of India

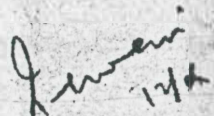
To

The Manager,
Government of India Press,
New Delhi.

d.a.nil
sps 9.10.61

Copy to:-

M.T.U.C.


14/11/61

for Deputy Secretary

October 14, 1961

General Secretary,
The Vizagapatam Harbour & Port Workers Union,
Harbour Approach Road,
VIZAGAPATAM 1

Dear Comrade,

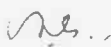
Thank you for your letter of 27th
Sept.

We have been trying through all sources to obtain the copy of the Bill on Port Trust for Vizag but we have not been able to obtain the same since this has not yet been circulated. We are informed that the Bill might be circulated in the last week of this month. We would therefore suggest you to write directly to the Communist Party Parliamentary Office, 2 Windsor Place, New Delhi after the 25th inst., and they would send you the copy if available then.

We have not been able to obtain the other gazette notifications so far. However, we are trying again and shall send you the same if obtained.

With greetings,

Yours fraternally,


(K.G. Sriwastava)
Secretary



FORWARD SEAMEN'S UNION

REGD. NO. 4054.

17A, WATGUNGE STREET,
CALCUTTA-23.Ref. No. AF/INT/1449/60-61.Dated October 19, 1961.

Dear Sir:

I wish to thank you very much on behalf of this seafarers' Organisation, FORWARD SEAMEN'S UNION, Cal. to receive your letter dated 25th July, 1961, reference MA 41-33-1, and the annexe : 564.

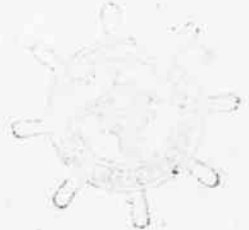
Really I shall not hesitate to request you for the issues of the Provisional Record of the 1st Session, 1958 of the International Labour Conference, the issues of which I need very much for my ready reference for the present. Of course, I will remain thankful to you if you would kindly do this favour to me, all the more.

By the by, we quite agree: "The I.L.O. is an intergovernmental agency which by international action seeks to improve labour conditions and raise living standards. It has no authority to intervene in the internal affairs of any member country, (or, of its individual and, or, of its Shipping Authority)". But, at the same time, we would kindly draw your keen attention to one paragraph of "The ILO AND SEAFARERS" - Journal, where it has been quoted thus: "One Group of workers whose job is "international" ~~whenever~~ in every sense of the word is that hardy band of seafarers who man the merchant navies of the world. Their "Government" when at sea is their Captain; their shipping lane is the common high way of all nations". -- We trust, your illustrious quotations are usually honoured by every civilised nations and citizens of the world, but may be, not accepted and honoured by the Shipping Agents and monarchs in India. - To prove this instance, I have been commissioned to submit you a copy of letter no: AF/IND/1448/60-61, dated October 16, 1961 re: the discrimination in payment of Death Compensation to all the legitimate heirs of 14 tragically dead sailors aboard the ablazed ship, s.s. "Indian Navigator", in the Atlantic, wherein, you will kindly find the affairs of discrimination and how, as such Indian sailors are getting sufficiently inadequate favour for the protection of their lives, their social benefits after death in the high seas (International Waters), where the development of the International Seafarers' Code is not covered at all, while it is your International Labour Organisational absolute responsibility.

I may be pardoned if I already intervened in the internal affairs of the systems of your International Labour Office.

Yours faithfully,

Mr. O.S. Seiersen,
Maritime Division,
ILO, International Labour Office,
Geneva, Switzerland.



Enclosure:

i). Copy of letter no: AF/IND/148/60-61.

c.c.

i). Mr. V.K.R. Menon, Director of the Regional Office of ILO,
International Labour Office, Geneva, Switzerland.

ii). Mr. Ambekar, (Workers' Deligate, India), I.L.O., International
Labour Office, Geneva, Switzerland.

iii). Shri Aseke Sen, Hon'ble Law Minister, Government of India,
New Delhi.

Shri Shripad Amrit Sarpe, M.P., 4, Asika Road, New Delhi

for their information and kind action.



FORWARD SEAMEN'S UNION

REGD. NO. 4054

17A, WATGUNGE STREET,
CALCUTTA-23.Ref. No. AF/IND/1448/60-61.Dated October 16, 1961.

The Marine Superintendent,
Messrs. Indiateamship Company Limited,
Indiateamship House, 21, Old Court House Street,
Calcutta - 1.

Subject: Payment of Death Compensation to all the legitimate heirs of 14 seamen (crews) of s.s. "Indian Navigator" and s.s. "Indian Success", without any further errings of discrimination.

Dear Sir :

Kindly note: "Though we have not got any satisfactory reply so far from you, we yet we forced to desire to refer you again and finally to-day, regarding our previous notes and incessant requests to compensate to all those 14 seamen's (crews) legitimate heirs in a befitting manner, because, we have reliably learned already that you applied a discriminating method in the payment of death compensation."

To-day, at the first instance, we must say, we, Indian seamen are not treated as factory workers, our services are not even semi-permanent, we never used to get unemployment bonus or remuneration, so, we will be rather serious to resent if you yet desire to pay compensation to those bereaved heirs as per the Indian Workmen's Compensation Act and or such other Acts provide.

Secondly, at the next, we are now in possession the copy of judgment containing 124 pages (in folio copies), ~~wherein~~ along with four Assessors' Report containing 144 pages (in folio copies), wherein the Learned President of the Marine Court of Inquiry did not mention anything in particular, regarding any controversy over the question of the ranks and the ratings, because, His Lordship did not find any difference in between all the 13 dead heroes (seamen), who had been killed due to inaction of Captain I.V. Williams, Master of s.s. "Indian Success" and hence all of their heroic death had been once more certainly recorded as final on fact of poignant drama of death in the Atlantic, so, now, our only plea is that why there will be discrimination, while you are kind enough to pay compensation amounts to the legitimate heirs of these ranks and ratings, while in fact or in practice the loss of 13 heroic lives were avoidable as per the non-controversial rules of the Indian Merchant Shipping Act. All the more, ~~excepting~~ excepting Masters, Radio Officers, Pilots and Apprentices, all are crews (seamen), as per the Indian Merchant Shipping Act (Amended Act says).

So, will it be an unchallenged and a wise judgment while you are paying the compensation of Rs.8,000/- to some heirs of the ratings (crews) and Rs.56,000/- or Rs.45,000/- to some heirs of the ranks (crews), who were equally and unnecessarily, also at the same moment exhausted to death to carry out the command of the Master of s.s. "Indian Success", while they were on duty aboard of an ablazed and an abandoned ship, s.s. "Indian Navigator" ?

If of course, you feel, you are national minded, we seamen workers under the name and banner of FORWARD SEAMEN'S UNION, as well as for and on behalf of those heroic seamen-members, who met with their tragic end in the Atlantic, desire to seek from you the justice for the consolidarity to achieve national integration while you are really thinking to pay compensation to the heirs of those dead heroes (crews), only in equi-distributable manner, we urge, and not through the process of provocation for impeace, which will not doubt ill-inspire the Indian seamen of Calcutta and Bombay Port ultimately, and then we will sure face such constrained circumstances, if not avoidable, any time, in the immediate future.

Yours faithfully,

c.c.

FORWARD SEAMEN'S UNION

- 1). The Chairman, National Seafarers' Welfare Board, Bombay-1.
- 2). The President of the Republic of India, New Delhi.
- 3). Sir Bejoy Prasad Singha Roy, Director, I.S.S.Co.Ltd., Calcutta-1.
- 4). The General Secretary, The Maritime Union of India, Bombay-1.
- 5). Shri George Fernandes, President, U.S.F., Bombay-1.
- 6). The Director General of Shipping, Ballard Estate, Bombay-1.
- 7). The Secy, to the Minister to the Ministry of Transport & Communications, Government of India, New Delhi.
- 8). Hon'ble Prime Minister, Shri Jawaharlal Nehru, New Delhi.
- 9). Shri Neelan Sanjeeba Reddy, Congress President, New Delhi.
- 10). Shri Trilok Singh, P.S.W.O., Marine House, Hastings, Cal-22.
- 11). The Shipping Master, Marine House, Hastings, Calcutta-22.
- 12). Shri Gulzarilal Nanda, Hon'ble Minister to the Ministry of Labour, Employment and Planning, Govt. of India, New Delhi.
- 13). Shrimati Ila Pal Chowdhury, M.P., 87, South Avenue, New Delhi.
- 14). Shri Tridib Chowdhury, M.P., 780, Billimoran, Delhi.
- 15). Shri K.M. Munshi, M.P., Bharatiya Vidhya Bhawan, Chowpatty Rd., Bombay - 7.
- 16). Dr. Satyanarayan Sinha, M.P. c/o, Birbal Singh, 24, Janpath, New Delhi.
- 17). The Secy, to the Calcutta Liners' Conference (crews), 6, Netaji Subhas Road, Calcutta-1.
- 18). Shri Y. Dutt Mehta, House No. B-V-274, Sikandari Road, Ludhiana.
- 19). Shrimati Pratiba Misra, w/o, Deceased Haran Chandra Misra, Ward No. 6, Plot No. 2424, P.O. - Goyeshpur, Dist-Nadia, West Bengal.
- 20). Mrs. Gamma Soares, w/o, the deceased O.J. Soares, 67, St. Joseph Street, Santacruz, Bombay - 54.

Shri B. B. Roy
Chairman
CD. No. 19678.



FORWARD SEAMEN'S UNION

REGD. NO. 4054.

Page - 3.

17A, WATGUNGE STREET,
CALCUTTA-23.

Ref. No.

Dated

- 21). Mr. Laxmiya Naidu, Asstt. Post Master, f/o, the deceased M.K. Kumer, Mossalipatnam, South India.
- 22). Shri S.K. Roy, B.L. Pleader, f/o, the deceased S.K. Roy, Dr. Nichols Road, "Rai-Sari", Asansol.
- 23). Shri E.L. Saha, Vill-North-Bengapara, P.O.-Nabadwip, Dist-Nadia, West Bengal.
- 24). Shri Nilratan Ganguly, brother of the deceased Rabintra Nath Ganguly, Dogachia Rly. Stn., Gate No. E-20, P.O.-Birballavpara, Dist-24-Parganas, West Bengal.
- 25). Her Excellency Miss Padmaja Naidu, Governor of West Bengal, Raj Bhawan, Calcutta-1.
- 26). Mr. William F. Schnitzler, Secy-Treasurer, AFL-CIO, 815, Sixteenth Street, N.W., Washington-6, D.C., U.S.A.
- 27). Mr. George Meany, President, AFL-CIO, 815, Sixteenth Street, N.W., Washington-6, D.C., U.S.A.
- 28). Mr. Peter D. Vries, Gen. Secy, National Maritime Union, I.T.F., Maritime House, Old Town, Clapham, London, S.W.-4, U.K.
- 29). Mr. James Scott, Gen. Secy, National Union of Seamen, Maritime House, Old Town, Clapham, London, S.W.-4, United Kingdom.
- 30). Mr. V.K.R. Menon, Director of the Regional Office of I.L.O., International Labour Office, Geneva, Switzerland.
- 31). The General Secy, Seafarers' International Union of America, AFL-Atlantic Gulf, USA, Maritime, New York, N.Y., U.S.A.
- 32). Mr. F. Watson, Secy, Waterside Workers' Federation of Australia, Trades Hall, 280, Crown Street, Wollongong, NSW, Australia.
- 33). Mr. O.S. Seiersen, Maritime Division, I.L.O., International Labour Office, Geneva, Switzerland.
- 34). The Chairman, Australian Seamen's Union, o/o, R. Mackenzie, 21, Tennyson Street, Unanderra, Wollongong, NSW, Australia.
- 35). Mr. E.V. Elliot, Gen. Secy, Seamen's Union of Australia, 189, Sussex Street, Sydney, NSW, Australia.
- 36). Mr. E.J. Harver, Secy, South Coast Trades and Labour Council, 280, Crown Street, Wollongong, NSW, Australia.
- 37). Mr. D.M. Intyre (Delegate), 19, Ocean Street, Wingham via Port Kembla, NSW, Australia.
- 38). The President, The Ceylon Workers' Congress, 84/4, Lauries Rd. Colombo-4, Ceylon.
- 39). Mr. Ambekar, (Workers' Delegate, India), I.L.O., International Labour Office, Geneva, Switzerland.
- 40). Mr. Griffin, (Workers' Advisor, United States), I.L.O., International Labour Office, Geneva, Switzerland.
- 41). Mr. Malikov (Government Advisor, U.S.S.R.), I.L.O., International Labour Office, Geneva, Switzerland.
- 42). Mr. Aftab Ali, Vice-President, All Pakistan Confederation of Labour, 58, Sadarghat Road, Chittagong, East Pakistan.

- 43). The General Secy. Somoendenens Forband (Seamen's Union), Herluf, Trollesgade, Violenhavn, K, Denmark.
- 44). Shri Kachumath Singh, M.P., 15, Canning Street, New Delhi.
- 45). Shri Sheel Bhadra Taje, M.P., 30, South Avenue, New Delhi.
- 46). Shri M.K. Jinachandran, 213, North Avenue, New Delhi.
- 47). Secy, to the Office of the Lok Sabha, Shri H.N. Kaul, Bar-at-Law, 23, Asoka Road, New Delhi.
- 48). Shri Shripad Amrit Dange, M.P., 4, Asoka Road, New Delhi.
- 49). Shri Nath Pai, M.P., 29, Shan Nagar, New Delhi.
- 50). Shri Braj Raj Singh, M.P., 1, South Avenue, New Delhi.
- 51). Shri S.M. Banerjee, M.P., 113, North Avenue, New Delhi.
- 52). Shri Subiman Ghosh, M.P., Shyamsagar Ghat, P.O. & Dist-Burdwan, West Bengal.
- 53). Shri Mohammed Elias, M.P., 19, Andul 2nd Eye Lane, P.O. - Botanic Garden, Howrah, West Bengal.
- 54). Shri Hirendra Nath Mukherjee, M.P., Indian Mirror Street - Calcutta - 13.
- 55). Shri Indrajit Gupta, M.P., 15, Dover Road, Calcutta - 19.
- 56). Shrimati Renu Chakraborty, M.P., 14/6, Gariahata Road, Cal - 19.
- 57). Shri Sadhan Chandra Gupta, M.P., 23, Circus Avenue, Cal - 17.
- 58). Shri Gopal Swarup Pathak, M.P., Vidhibhawan, New Delhi.
- 59). Messrs. S.K. Ganguly & Co., Solicitors, 10, Old Post Office Street, Calcutta - 1.

for their information and kind action.



FORWARD SEAMEN'S UNION

REGD. NO. 4054

17A, WATGUNGE STREET,
CALCUTTA-23.

Ref. No. _____

3702 2

Dated October 20, 1961Shri Shripad Anant Sanyal, M.P.,4, ASIKA ROAD,NEW DELHI.

Dear Sir:

Attached herewith, Please find two separate sheets of references.

The Marine Court of Inquiry over the tragic death of 14 sailors (crews) of s.s. "Indian Navigator" and s.s. "Indian Success" had been sat a full month in the Marine House, Hastings, Calcutta-22. Chief Presidency Magistrate, Shri S.P. Ghosh, President of the Marine Court of Inquiry accused Captain I.V. Williams, Master of s.s. "Indian Success". In the 124-pages-judgment, no where His Lordship found the difference in between the death of ratings (crews) and the ranks (crews), and the apprentices. - So, why there is discrimination now, while Company paying Rs. 8,000/- to the ratings (crews) and Rs. 54,000/- or Rs. 45,000/- to the ranks (crews), while we are all thinking for the reality to achieve national integration ?

Enclosed: (i) For C.P. of Ref No. AE/1107/449/1000.

(ii) For C.P. of Ref No. AE/1107/449/1000.

Yours faithfully,

October 21, 1961

Com. Jolly Kaul,
Com. Indrajit Gupta,
Com. Ranen Sen.

Dear Comrades,

After consultations we had decided to help trade union work in Port and Dock side for a period of six months. This has been done from the Month of February 1961 to October 1961.

As the budget for this is over, we are terminating payments as from the end of this month.

With greetings,

Yours fraternally,



(S. A. Dange)

Government of India
Ministry of Labour & Employment

Dated New Delhi, the 10th Nov., 1961.

NOTIFICATION

S.O. _____ The following draft of a scheme further to amend the Calcutta Unregistered Dock Workers (Regulation of Employment) Scheme, 1957, which the Central Government proposes to make in exercise of the powers conferred by sub-section (1) of section 4 of the Dock Workers (Regulation of Employment) Act, 1948 (9 of 1948), is published as required by the said sub-section for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 25th November, 1961.

Any objections or suggestions which may be received from any person with respect to the said draft before the date so specified will be taken into consideration by the Central Government.

Draft Scheme

1. This Scheme may be called the Calcutta Unregistered Dock Workers (Regulation of Employment) Second Amendment Scheme, 1961.
2. In clause 3 of the Calcutta Unregistered Dock Workers (Regulation of Employment) Scheme, 1957, hereinafter referred to as the said Scheme after item (a), the following item shall be inserted namely:-
"(aa) 'Administrative Body' means the Administrative Body appointed under clause 5 of the Calcutta Dock Workers (Regulation of Employment) Scheme, 1956.'
3. After clause 6 of the said Scheme, the following clause shall be inserted, namely:-
"6-A. Functions of the Administrative Body.- The Administrative Body shall be responsible for the administration of this Scheme, under the control and supervision of the Chairman, and shall in particular be responsible for -
 - (a) the allocation of the listed workers in the pools constituted under clause 9-B who are available for work, to the listed employers and for this purpose the Administrative Body shall -
 - (i) be deemed to act as an agent for the listed employer;
 - (ii) make the fullest possible use of the listed workers in each pool; and
 - (iii) provide for the maintenance of records of employment and earnings;
 - (b) the payment, as agent of the listed employer, to each listed dock worker of all earnings due to the worker from the employer; and

(c).....

(c) authorising the employment of unlisted workers if listed workers are not available for work in the pool(s) or in such circumstances as the Chairman may approve.

4. In sub-clause (1) of clause 9-A of the said Scheme, for the second sentence, the following sentence shall be substituted, namely:-

"The names of monthly workers, if any, shall be arranged separately in the list".

5. In clause 9-B -

(i) in sub-clause (1), after the words "sub-list of workers", the words and brackets "(excluding monthly workers)" shall be inserted.

(ii) in sub-clause (2), for the provisos the following provisos shall be substituted, namely:-

"Provided that baggers shall be employed in gangs, each gang consisting of four workers and in their case the allotment of work by rotation shall be by gangs:

Provided further that each listed employer shall be entitled to employ his monthly workers in preference to listed workers in the pool."

6. Clauses 9-C, 9-D and 9-E shall be omitted.

7. For clauses 11, 12 and 13 the following clauses shall respectively be substituted, namely:-

"11. Obligations of listed employer.- (1)
Every listed employer shall be bound by the provisions of this Scheme.

(2) Every listed employer shall pay to the Board such administrative charges as may be fixed by the Board from time to time.

(3) Subject to the provisions of clause 9-B, a listed employer shall not employ a worker other than a dock worker who has been allocated to him by the Administrative Body in accordance with the provisions of clause 6-A.

(4) A listed employer shall in accordance with arrangements made by the Administrative Body submit all available information of his current and future labour requirements.

(5) A listed employer shall lodge with the Administrative Body, unless otherwise directed, a certificate of the output of the gang of baggers at the end of the shift in which the gang worked and such other information as may be required in respect of the listed workers employed by him.

(6) A listed employer shall pay to the Administrative Body in such manner and at such times as the Chairman may direct the administrative charges payable under sub-clause (2) and the gross wages due to the dock workers.

(7) A listed employer shall keep such records as the Board may require, and shall produce to the Board or to such persons as may be designated by the Chairman upon reasonable notice all such records and any other documents of any kind relating to listed dock workers and to the work upon which they have been employed and furnish such information relating thereto as may be set out in any notice or direction issued by or on behalf of the Board.

12. Obligations of listed workers.- (1) Each listed worker shall be deemed to have accepted the obligations of this Scheme.

(2) A listed dock worker in the pool who is available for work shall be deemed to be in the employment of the Board.

(3) A listed dock worker in the pool who is available for work shall not engage himself for employment under a listed employer unless he is allocated to that employer by the Administrative Body.

(4) A listed dock worker in the pool who is available for work shall carry out the directions of the Administrative Body and shall -

(a) report at such call stands or control points on such days and at such times as may be specified by the Administrative Body;

(b) accept any employment in connection with dock work whether in the category or sub-category in which he has been listed or in any other category or sub-category for which he is considered suitable by the Administrative Body.

(5) A listed dock worker who is available for work when allocated by the Administrative Body for employment under a listed employer shall carry out his duties in accordance with the directions of such listed employer or his authorised representative or supervisor and the rules of the port or place where he is working.

13. Restriction on employment.- Subject to the provisions of clauses 1 and 6-A, no person other than a listed employer shall employ any worker on dock work nor shall a listed employer engage for employment or employ a worker on dock work unless that worker is a listed worker."

8. For sub-clauses (3) and (4) of clause 14, the following sub-clauses shall be substituted, namely:-

"(3) A listed dock worker in the pool who fails to comply with any of the provisions of the

Scheme, or commits any act of indiscipline or misconduct, may be reported in writing to the Personnel Officer, who may after investigating the matter give him a warning in writing or suspend him for a period not exceeding seven days.

(4) Where in the opinion of the Personnel Officer a higher punishment than that provided in sub-clause (3) is merited, he shall report the case to the Deputy Chairman.

(5) On receipt of the written report from the Personnel Officer under sub-clause (4) or from the Administrative Body that a listed dock worker in the pool has failed to comply with any of the provisions of the Scheme or has committed an act of indiscipline or misconduct or has consistently failed to produce the standard output or has been inefficient in any other manner, the Deputy Chairman may make or cause to be made such further investigation as he may deem fit, and thereafter take any of the following steps, as regards the worker concerned, that is to say, he may impose any of the following penalties:-

- (a) give him a warning in writing;
- (b) suspend him for a period not exceeding 3 months;
- (c) terminate his services after giving 14 days' notice; or
- (d) dismiss him.

(6) Before any action is taken under this clause the person concerned shall be given an opportunity to show cause why the proposed action should not be taken against him. A copy of the final order shall also be communicated to the person concerned.

(7) The Administrative Body shall be informed simultaneously about the action taken under this clause.

9. For clause 16, the following clause shall be substituted, namely:-

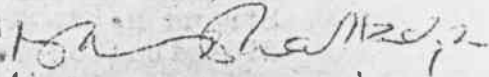
"16. Appeals by workers. (1) A listed worker in the pool, who is aggrieved by an order passed by the Personnel Officer or the Deputy Chairman under clause 14 may appeal to the next higher authority namely, the Deputy Chairman or the Chairman, as the case may be.

(2) A dock worker, who has been refused listing under clause 9 may appeal to the Board.

(3) Every appeal under sub-clause (1) or sub-clause (2) shall be in writing and preferred within 14 days of the receipt of the order appealed against and the order passed on such appeal shall be final:

Provided that the appellate authority may for reasons to be recorded, admit an appeal preferred after the expiry of 14 days.

[F.No.529/11/61-Fac.]



(B.K. Bhattacharya)

Deputy Secretary to the Govt., of India.

To:

The Manager,
Government of India Press,
NEW DELHI.

Copy to:-

1. The Secretary to the Government of West Bengal, Labour Department, Calcutta.
2. The Secretary, Calcutta Dock Labour Board, Fairlie Ware House, (1st Floor), Strand Road, Calcutta, with 100 spare copies for distribution to the listed employers.
3. The Secretary, Bombay Dock Labour Board, Janmahoomi Chambers, Fort Street, Bombay.
4. The Secretary, Madras Dock Labour Board, North Beach Road, Madras.
5. The Chairman, Cochin Dock Labour Board, Cochin Harbour, Cochin.
6. The Chairman, Vizagapatam Dock Labour Board, Vizagapatam Port, Visagapatam.
7. The Ministry of Transport, New Delhi.
8. The Chief Labour Commission (Central), New Delhi
9. The General Secretary, The Employers' Federation of India, Army & Navy Building, 148, Mahatma Gandhi Road, Bombay.
10. The General Secretary, All India Organisation of Industrial Employers, Federation House, Bazar Road, New Delhi.
11. The General Secretary, The All India Manufacturers' Organisation, Co-operative Assurance Building, 4th Floor, Sir Ferozshah Mehta Road, Bombay.1.
12. The General Secretary, The Indian National Trade Union Congress, 17 Janpath, New Delhi.
13. The Secretary, Hind Mazdoor Sabha, Servants of India Society's Home, Sardar Patel Road, Bombay.4
14. The General Secretary, The United Trade Union Congress, 249, Bowbazar Street, 1st Floor, Calcutta-12.
15. The General Secretary, The All India Trade Union Congress, 4 Ashoka Road, New Delhi.
16. The General Secretary, Indian National Port & Dock Workers Federation, 47, Chowringhee Road, Calcutta.16.
17. The General Secretary, All India Port and Dock Workers' Federation, Port Shramik Bhawan, 26, Dr. Sudhir Basu Road, Calcutta-23.
18. The Lok Sabha Secretariat.

L. S. S.

for Deputy Secretary.

**FORWARD SEAMEN'S UNION**

REGD. NO. 4054

RESS RELEASE.17A, WATGUNGE STREET,
CALCUTTA-23.

Ref. No. _____

Dated November 22, 1961.

Having received an urgent cable from the sister organisation: UNITED SEAFARERS' FEDERATION, Bombay on 17.11.61, the Chairman of Forward Seamen's Union, called an Emergency meeting of Indian seamen members of F.S. Union at the top floor of 17A, Watgunge Street, Calcutta-23 on 21.11.61 at 5 p.m., where in the meeting the present members unanimously voted to submit the following charter of demands of Indian seafarers for due and satisfactory consideration by the members of the National Maritime Board meeting, assembled in the B.I.S.N.Co. Building at 16, Strand Road, Calcutta on 21.11.61 in the morning.- It has been also decided unanimously in the meeting that a submission of letter with the printed charter of demands, addressed to the Chairman of National Maritime Board, may be forwarded on 21.11.61, during the proceeding period of the said meeting.- Our charter of demands are as follows:-

(1) Because of Marine Court of Enquiry found no difference in between the deaths of the ratings (crews), the ranks (crews) and the apprentices of s.s. "Indian Success", so compensation amounts must be paid in an equidistributable manner to all the 14 dead heroes' legitimate heirs. (2) Meeting of the National Maritime Board to begin at Calcutta on 21.11.61 must have to consider (a) Unemployment benefit, (b) retirement benefit, (c) Reduction of hours of work for the seamen as per the old agreement of 1960 with U.S.F. (Bombay). (3) Better food be supplied to the seamen while on board the ship with the consultation of World Health Organisation (WHO). No cancellation of registration of Indian seamen will be tolerated and hence we suggest immediate amendment of Indian Merchant Shipping Act and its Rules. (4) Distribution of continuous employment to the Indian seamen both on boards of Home Trade and Foreign Sea-going vessels, from the Port of Calcutta. (5) Immediate introduction of ship's delegates to be elected from the crew by the crew. (6) We demand, watchkeepers to work normal four hour watches between midnight and noon. Any hours worked in excess of four hours to be classed as overtime. All hours worked on Sunday must be paid as overtime. (7) Recognition of United Seafarers' Federation, Bombay, and Forward Seamen's Union, Calcutta by the Liners and the Government of India. (8) Insurance benefit while in service on ships as per the revised international Seafarers' Code (Safety at Sea), I.L.O. Geneva.

After that no agenda has been discussed and the meeting ended wishing a success of the National Maritime Board meeting.

Shankar Dasgupta
CHAIRMAN OF THE MEETING.

Submitted on 22.11.61 at the National Maritime Board Meeting, held at I.I.S.N.Co. Building, 16, Strand Road, Calcutta-1.

Forward Seamen's Union

17A, Watgunge Street, Calcutta-23

Regd. No. 4054

(Customarily Associated with the United Seafarers' Federation, Bombay)

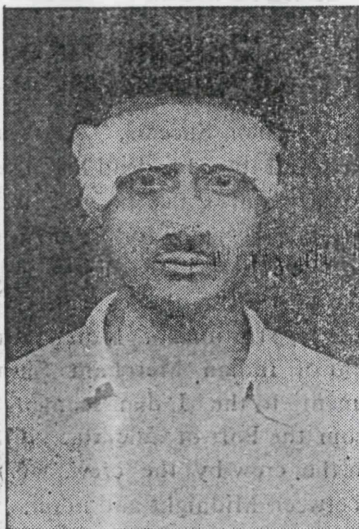
Pure and fresh signs of how to achieve the movement for chained sabotage in the name of National integration through National Union subscription collection in the Indian National Maritime Industry since 16th December, 1957 to 3rd June, 1961, in the Port of Calcutta.



Ashutosh Banerjee, seafarer had been assaulted by the National Union goondas on the 6th Feb, '59 (Press Published) because he wanted freedom, eradication of exploitation, and achievement of the most necessary demands of Indian seamen, covering International Seafarers' Code, made by I. L. O., Geneva.



Kalipada Paul, seafarer had been mercilessly beaten in the cash-room of Marine House, by the National Union goondas on the 24th Feb, '59, because he wanted freedom, eradication of chained exploitation and achievement of the most necessary demands of Indian seamen, covering International Seafarers' Code, made by I. L. O., Geneva.



Sunil Mukherjee, Seafarer had been mercilessly assaulted by the 5 notorious National Union goondas on 2nd. June, '59 (Statesman Published), because he wanted freedom, eradication of exploitation and achievement of the most necessary demands of Indian seamen, covering International Seafarers' Code, made by I. L. O., Geneva.



Nabani Kumar Sinha, Sristhidhar Mandal (Seated) from left to right), Biswanath Chatterjee, Sukumar Bose (standing from left to right), and 2 other seafarers (not shown in the picture), had been robbed and mercilessly assaulted during paying-off-time of S. S. "Indian Exporter", just out side of the cash-room and in the corridor of Marine House on 3rd. June, '61, in front of the Police Officer and Dy. Shipping Master, for which 11 goondas of National Union had been charged by Mr. K. K. Sarkar, Presidency Magistrate, Calcutta (Published in the Statesman and Hindusthan Standard on 16.9.61), because these seafarers wanted freedom, complete eradication of continued exploitation and peaceful achievement of the most necessary demands of Indian seamen, covering International Seafarers' Code, made by I. L. O., Geneva.

FORWARD SEAMEN'S UNION
Watgunge Street,
CALCUTTA-23.

FORWARD SEAMEN'S UNION

Excepting the above said wounded Indian seamen there are so many Indian seamen, such as Parimal Bhadra, Gulzarilal, Ranbir Singh, Sivdeo Singh, Chitta Ranjan Ghosh, B. B. Gait, Panchanan Manna, Mahaprabhu Paul, Napesh Chandra Modak, Madhusudhan Chakraborty, Haricharan Roy, Kalisankar Chakraborty, Bholanath Sur, Sudhin Chakraborty had been assaulted and ill-treated on so many occasions inside and outside of Marine House, Calcutta, because they wanted freedom, eradication of exploitation and achievement of the most necessary demands of Indian seamen, covering International Seafarers' Code, made by ILO, Geneva.

Our Dear brothers :

It is the high time and opportunity to speak to-day to all of you abroad and in port that this Organisation will never co-operate ideologically with the National Union of Bombay or Calcutta as the Calcutta Branch robbed Indian seamen's money, dwindled Rs. 34,000/- (Union fund money) as per the judgment of Calcutta City Civil Court and mercilessly assaulted many Indian Seamen [as shown in pictures and by names] to stop the most necessary demands of Indian seamen, covering International Seafarers' Code, Made by I. L. O. [but neglected and not considered yet] through the instigation of some Shipping monarchs in India, but there will always remain a slippery movement ahead to achieve the demands through the agreement made by The United Seafarers' Federation, Bombay with the National Maritime Board in the year 1960.

Radio active debris may descend and contaminate all International waters due to nuclear blasts, so it is the national responsibility of National Maritime Board to urge the Government to implement at once International Seafarers' Code to protect the hardy band of seafarers (Indian) who man the merchant navy vessels in the International waters.

Dear brothers, through direct or indirect negotiations or agreement both nationally and internationally we will achieve the following demands with the gradual progress of the Shipping Industry as well as with the joint amity and action of F. S. U. (Cal) and United Seafarers' Federation (Bombay). The overriding tactics of any sort of National Union, where if they announce through any handout their alone success to achieve any demand for Indian seafarers any time in the future, will be strictly treated as baseless and pig-headed propaganda, and that is all the facts remain, we assure you, please remember.

WE DEMAND :

- (1) Because Marine Court of Inquiry found no difference in the deaths of the ratings (crews), the ranks (crews) and the apprentices of s. s. "Indian Success", so, compensation amounts must be paid in an equidistributable manner to all the 14 dead heroes' legitimate heirs.
- (2) Meeting of the National Maritime Board to begin at Calcutta on 21.11.61 must have to consider (a) Unemployment benefit, (b) Retirement benefit, (c) Reduction of hours of work for the seamen as per the old agreement of 1960 with U. S. F. (Bombay).
- (3) Better food be supplied to the seamen while on board the ship with the consultation of World Health Organisation (WHO).
- (4) No cancellation of registration of Indian seamen will be tolerated and hence we suggest immediate amendment of Indian Merchant Shipping Act and its Rules.
- (5) Distribution of continuous employment to the Indian seamen both on boards of Home Trade and Foreign Sea-going vessels, from the Port of Calcutta.
- (6) The immediate introduction of ships delegates to be elected from the crew by the crew.
- (7) We demand watchkeepers to work normal four-hour watches between Midnight and noon. Any hours worked in excess of four hours to be classed as overtime. All hours worked on Sunday must be paid as overtime.
- (8) Recognition of United Seafarers' Federation, Bombay and Forward Seamen's Union, Calcutta by the Liners and the Government of India.
- (9) Insurance benefit while in service on ships as per the revised International Seafarers' Code, (Safety at sea), I. L. O.

LONG LIVE SEAMEN'S UNITY

Dated, 20th September, 1961.

Publicity Department
FORWARD SEAMEN'S UNION

TO BE PUBLISHED IN THE GAZETTE OF INDIA PART II, SECTION
3 SUB-SECTION (11)

Government of India
Ministry of Labour & Employment

A. I. T. U. C.

I.R. No. 4267 Date: 29 NOV 1961 Dated New Delhi, the 27.11.61.

File No. NOTIFICATION

287

S.O. In exercise of the powers conferred by sub-section (1) of section 4 of the Dock Workers (Regulation of Employment) Act, 1948 (9 of 1948), the Central Government hereby makes the following further amendment in the Bombay Unregistered Dock Workers (Regulation of Employment) Scheme, 1957, the same having been previously published as required by the said sub-section, namely:-

Scheme

1. This Scheme may be called the Bombay Unregistered Dock Workers (Regulation of Employment) Amendment Scheme, 1961.
2. In the Bombay Unregistered Dock Workers (Regulation of Employment) Scheme, 1957, after sub-clause (e) of clause 4, the following sub-clause shall be inserted, namely:-

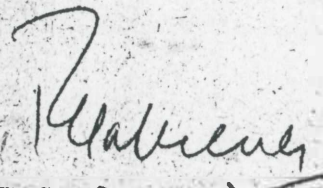
"(ee) providing medical facilities for listed dock workers;"

[530(1)/61-Fao.]
R.C. Saksena
(R.C. Saksena)
Under Secretary.

To

The Manager,
Govt. of India Press, New Delhi.

Copy to:-



(R.C. Saksena)
Under Secretary.

'D.A. NIL'
J.S.23/11/61.

15. The General Secretary, All India Trade Union
Congress, 4, Ashoka Road, New Delhi.

14-73

"EXPRESS"

Phone: 45-4120



FORWARD SEAMEN'S UNION



REGD. NO. 4054

17A, WATGUNGE STREET,
CALCUTTA-23.

Ref. No. _____

287

Dated November 28, 1961.

Shripad Anant Dary, M.P., (C.P.),

"Vidhi bhavan", New Delhi

Dear Sir: / Madam:

Really we have been shocked to learn to-day, the morning news-release of Amrita Bazar Patrika, where in the front page it has been written thus: "The Lok Sabha will adjourn 'sine die' on December 8, the speaker, Mr. Ananthasayanan Ayyangar, announced in the Lok Sabha today, the November 27, 1961", but so far, nothing is done to redress the grievances, our legitimate demands, and the continual struggles, we are facing continually in the Marine House, Hastings, Calcutta (the pictured signs of which, we are attaching herewith this appeal). Also in the meantime, on 18.11.61, we have received a copy of a letter no: 378/7/61, from Mrs. Lia Pal Chowdhury, M.P., where, she kindly reminded to us, re: her sending notice of a question to the Lok Sabha Secretariat in the connection of the death of the crew of the s.s. "Indian Navigator" and s.s. "Indian Success" and discrimination in making compensation to the families and dependants of the deceased seamen, but that that important question also, we are apprehending, will not be discussed, as the Government felt not much business left to be transacted in the Lok Sabha debate, as announced already. - To add more, we intend to point out, at this moment that on 1st of January, 1961, a memorandum had been submitted to the Prime Minister, The Hon'ble Shri Jawaharlal Nehru, while he was at Raj Bhawan, Bombay, by Shri George Fernandes, President of the United Seafarers' Federation, Bombay. Also many a times, the Advisory President of Forward Seamen's Union, Calcutta, Shri Nepal Roy, M.L.A., submitted memorandum to the Hon'ble Minister of Transport & Communications, Govt. of India, Dr. P. Subbarayan, and Director General of Shipping, Shri Nagendra Singh, while they were in Calcutta, but our grievances are still unheard.

We seek your help to raise the question of the Indian seamen, even at the eleventh hour, in the Parliament, which is the supreme body of this great India.

Yours faithfully

Encl: 2.

Government of India
Ministry of Labour & Employment

.....

Dated New Delhi, the

NOTIFICATION

S.O..... In exercise of the powers conferred by sub-section (1) of section 4 of the Dock Workers (Regulation of Employment) Act, 1948 (9 of 1948), the Central Government hereby makes the following scheme further to amend the Calcutta Unregistered Dock Workers (Regulation of Employment) Scheme, 1957, the same having been previously published as required by the said sub-section, namely:-

1. This Scheme may be called the Calcutta Unregistered Dock Workers (Regulation of Employment) Second Amendment Scheme, 1961.

2. In clause 3 of the Calcutta Unregistered Dock Workers (Regulation of Employment) Scheme, 1957, hereinafter referred to as the said Scheme after item (a), the following item shall be inserted namely:-

"(aa) 'Administrative Body' means the Administrative Body appointed under clause 5 of the Calcutta Dock Workers (Regulation of Employment) Scheme, 1956."

3. After clause 6 of the said Scheme, the following clause shall be inserted, namely:-

"6-A. Functions of the Administrative Body.- The Administrative Body shall be responsible for the administration of this Scheme, under the control and supervision of the Chairman, and shall in particular be responsible for -

(a) the allocation of the listed workers in the pools constituted under clause 9-B who are available for work, to the listed employers and for this purpose the Administrative Body shall -

(i) be deemed to act as an agent for the listed employer;

(ii) make the fullest possible use of the listed workers in each pool; and

(iii) provide for the maintenance of records of employment and earnings;

(b) the payment, as agent of the listed employer, to each listed dock worker of all earnings due to the worker from the employer; and

(c).....

Stamp: I.R. No. 44/27/1961
20/11/61
Ministry of Labour & Employment
New Delhi

- (c) authorising the employment of unlisted workers if listed workers are not available for work in the pool(s) or in such circumstances as the Chairman may approve.

4. In sub-clause (1) of clause 9-A of the said Scheme, for the second sentence, the following sentence shall be substituted, namely:-

"The names of monthly workers, if any, shall be arranged separately in the list".

5. In clause 9-B -

(i) in sub-clause (1), after the words "sub-list of workers", the words and brackets "(excluding monthly workers)" shall be inserted.

(ii) in sub-clause (2), for the provisos the following provisos shall be substituted, namely:-

"Provided that baggers shall be employed in gangs, each gang consisting of four workers and in their case the allotment of work by rotation shall be by gangs:

Provided further that each listed employer shall be entitled to employ his monthly workers in preference to listed workers in the pool."

6. Clauses 9-C, 9-D and 9-E shall be omitted.

7. For clauses 11, 12 and 13 the following clauses shall respectively be substituted, namely:-

"11. Obligations of listed employer.- (1) Every listed employer shall be bound by the provisions of this Scheme.

(2) Every listed employer shall pay to the Board such administrative charges as may be fixed by the Board from time to time.

(3) Subject to the provisions of clause 9-B, a listed employer shall not employ a worker other than a dock worker who has been allocated to him by the Administrative Body in accordance with the provisions of clause 6-A.

(4) A listed employer shall in accordance with arrangements made by the Administrative Body submit all available information of his current and future labour requirements.

(5) A listed employer shall lodge with the Administrative Body, unless otherwise directed, a certificate of the output of the gang of baggers at the end of the shift in which the gang worked and such other information as may be required in respect of the listed workers employed by him.

(6) A listed employer shall pay to the Administrative Body in such manner and at such times as the Chairman may direct the administrative charges payable under sub-clause (2) and the gross wages due to the dock workers.

(7) A listed employer shall keep such records as the Board may require, and shall produce to the Board or to such persons as may be designated by the Chairman upon reasonable notice all such records and any other documents of any kind relating to listed dock workers and to the work upon which they have been employed and furnish such information relating thereto as may be set out in any notice or direction issued by or on behalf of the Board.

12. Obligations of listed workers.- (1) Each listed worker shall be deemed to have accepted the obligations of this Scheme.

(2) A listed dock worker in the pool who is available for work shall be deemed to be in the employment of the Board.

(3) A listed dock worker in the pool who is available for work shall not engage himself for employment under a listed employer unless he is allocated to that employer by the Administrative Body.

(4) A listed dock worker in the pool who is available for work shall carry out the directions of the Administrative Body and shall -

(a) report at such call stands or control points on such days and at such times as may be specified by the Administrative Body;

(b) accept any employment in connection with dock work whether in the category or sub-category in which he has been listed or in any other category or sub-category for which he is considered suitable by the Administrative Body.

(5) A listed dock worker who is available for work when allocated by the Administrative Body for employment under a listed employer shall carry out his duties in accordance with the directions of such listed employer or his authorised representative or supervisor and the rules of the port or place where he is working.

13. Restriction on employment.- Subject to the provisions of clauses 1 and 6-A, no person other than a listed employer shall employ any worker on dock work nor shall a listed employer engage for employment or employ a worker on dock work unless that worker is a listed worker."

8. For sub-clauses (3) and (4) of clause 14, the following sub-clauses shall be substituted, namely:-

"(3) A listed dock worker in the pool who fails to comply with any of the provisions of the

Scheme, or commits any act of indiscipline or misconduct, may be reported in writing to the Personnel Officer, who may after investigating the matter give him a warning in writing or suspend him for a period not exceeding seven days.

(4) Where in the opinion of the Personnel Officer a higher punishment than that provided in sub-clause (3) is merited, he shall report the case to the Deputy Chairman.

(5) On receipt of the written report from the Personnel Officer under sub-clause (4) or from the Administrative Body that a listed dock worker in the pool has failed to comply with any of the provisions of the Scheme or has committed an act of indiscipline or misconduct or has consistently failed to produce the standard output or has been inefficient in any other manner, the Deputy Chairman may make or cause to be made such further investigation as he may deem fit, and thereafter take any of the following steps, as regards the worker concerned, that is to say, he may impose any of the following penalties:-

- (a) give him a warning in writing;
- (b) suspend him for a period not exceeding 3 months;
- (c) terminate his services after giving 14 days' notice; or
- (d) dismiss him.

(6) Before any action is taken under this clause the person concerned shall be given an opportunity to show cause why the proposed action should not be taken against him. A copy of the final order shall also be communicated to the person concerned.

(7) The Administrative Body shall be informed simultaneously about the action taken under this clause.

9. For clause 16, the following clause shall be substituted, namely:-

" 16. Appeals by workers.- (1) A listed worker in the pool, who is aggrieved by an order passed by the Personnel Officer or the Deputy Chairman under clause 14 may appeal to the next higher authority namely, the Deputy Chairman or the Chairman, as the case may be.

(2) A dock worker, who has been refused listing under clause 9 may appeal to the Board.

(3) Every appeal under sub-clause (1) or sub-clause (2) shall be in writing and preferred within 14 days of the receipt of the order appealed against and the order passed on such appeal shall be final:

Provided that the appellate authority may for reasons to be recorded, admit an appeal preferred after the expiry of 14 days.

[F.No.529/11/61-Fac.]



(E.K. Bhattacharya)

Deputy Secretary to the Govt., of India.

To:

The Manager,
Government of India Press,
NEW DELHI.

Copy to:-

1. The Secretary to the Government of West Bengal, Labour Department, Calcutta.
2. The Secretary, Calcutta Dock Labour Board, Fairlie Ware House, (1st Floor), Strand Road, Calcutta. with 10⁰ spare copies for distribution to the listed employers.
3. The Secretary, Bombay Dock Labour Board, Jannabhoomi Chambers, Fort Street, Bombay.
4. The Secretary, Madras Dock Labour Board, North Beach Road, Madras.
5. The Chairman, Cochin Dock Labour Board, Cochin Harbour, Cochin.
6. The Chairman, Vizagapatam Dock Labour Board, Vizagapatam Port, Visagapatam.
7. The Ministry of Transport, New Delhi.
8. The Chief Labour Commissioner (Central), New Delhi
9. The General Secretary, The Employers' Federation of India, Army & Navy Building, 146, Mahatma Gandhi Road, Bombay.
10. The General Secretary, All India Organisation of Industrial Employers, Federation House, Bazar Road, New Delhi.
11. The General Secretary, The All India Manufacturers' Organisation, Co-operative Assurance Building, 4th Floor, Sir Ferozshah Mehta Road, Bombay.1.
12. The General Secretary, The Indian National Trade Union Congress, 17 Janpath, New Delhi.
13. The Secretary, Hind Mazdoor Sabha, Servants of India Society's Home, Sardar Patel Road, Bombay.4
14. The General Secretary, The United Trade Union Congress, 247, Bowbazar Street, 1st Floor, Calcutta-12.
15. The General Secretary, The All India Trade Union Congress, 4 Ashoka Road, New Delhi.
16. The General Secretary, Indian National Port & Dock Workers Federation, 47, Chawringhee Road, Calcutta.16.
17. The General Secretary, All India Port and Dock Workers' Federation, Port Saranik Bhawan, 26, Dr. Sudhir Basu Road, Calcutta-23.
18. The Lok Sabha Secretariat.


for Deputy Secretary.



C-3

287



1367



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

10/8

Received here at H. *VALU*

CAITM

Received 1096/28-1-67
Replied.....



=X KK PH 182 CALCUTTA 28 18 DANGE AITUCONG NEWDELHI

=REPLY BY TELEGRAM IF YOU AGREE TO ADDRESS PORTDOCK WORKERS

RALLY WHAT DATE =DEVKIMAR

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.—660—4.7.59—80,210 Bks.



1447

94/20-4-0

INDIAN POSTS AND TELEGRAPHS DEPARTMENT

Received here at _____ H. _____ M. No. _____

==X L PH 296 CALCUTTA 19 27 S & DANGE TF48771 NEWDELHI =

:TRANSPORT CONFERENCE BUDAPEST MAY 9 TH STOP EXTENSION

AND ENDORSEMENT OF MY PASSPORT REFERRED TO DELHI STOP

PLEASE DO THE NEEDFUL = MANSOORGILANI

TELEGRAM TO Shri. Srinivasan
@ 15/27 HRS., BY msd

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.

467

C-3



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at.....H.....M.

0 PC BH 83 WILLINGTON ISLAND 6.

UTUC NO.

. PROTEST DELAY IN IMPLEMENTING GEEJEEBHAY COMMITTEE REPORT STOP ~~RRAXX~~
PRAY IMMEDIATE PAYMENT OF ARREARS AND FIXATION OF SCA LES

CIVIL SECTION COMMITTEE COCHIN PORT
EMPLOYEES UNION

COPY...6.30...

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.

I. A. P. Delhi-5-61-17.000 Books.


INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at H M.

O NC 52 WILLINGDON ISLAND 6

1 TUG ND

PROTEST DELAY IN IMPLMENTING BEEJEEBHAY COMMITTEE REPORT STOP PRAY
 IMMEDIATE PAYMENT OF ARREARS AND FIXATION OF SCALES --- WORK SHOPS
 SECTION COMMITTEE COCHIN PORT EMPLOYEES ---

MLA 5/40

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.



C-3



2015
22.8.61



TO ENSURE QUICK DELIVERY-ADDRESS
TELEGRAMS TO TELEPHONE NUMBERS,
INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at _____ H. _____ M;

X HH 4 WALT AIR R S 28 14 AITONG NEW DELHI =

SHIPYARD UNION LEADERS ARRIVING TODAY LETTER FOLLOWS = BHADRAN

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.—680—4.7.59—80,210 Bks.



C.3

287



0785



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at _____ H. _____ M.

0 OA 2 DISTRICT COURT BUILDINGS VISAKHAPATNAM 24 19

MATTUCONG NEWDELHI

-- SETTLE SHIPYARD STRIKE REFERENCE ISSUES ARBITRATION --

HARBOUR AND PORT M WORKERS UNION --

C/- AT 8.25

A. I. T. U. C.
I. R. No. 263 Date 25. AUG. 1961
File No. Replied on

The sequence of entries at the beginning of this telegram is—class of telegram, time sent 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.

MGFPAh.—660—4-7-59—89,210 Bks.

TO ENSURE QUICK DELIVERY—ADDRESS
TELEGRAMS TO TELEPHONE NUMBERS.



0883



A. I. T. U. C. C-31961
R. N. 2976
Date No.



INDIAN POSTS AND TELEGRAMS DEPARTMENT

287

No.

Received here at _____ H. _____ M.

0 CD 5, GANDHIGRAM 24 *no*

COMRADE S A DANGE OPPOSITION LEADER NO 4 KILING ASHOK ROAD NEW DELHI

— HINDUSTHAN SHIPYARD STAFF ASSOCIATION FULLY SUPPORTS SHIPYARD LABOUR
UNIONS DEMAND FOR SETTLEMENT OF DISPUTES BY ARBITRATION ONLY (.) PRAY YOUR
TIMELY INTERVENTION —

SHANKARRAO PRESIDENT SHIPYARD STAFF ASSOCIATION —

G/- AT 10.00

The sequence of entries at the beginning of this telegram is—class of telegram, time sent 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.—660—4-7-59—S0,210 Bka.



C-3

28



TELEGRAMS TO TELEPHONE

0354



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at _____ H. _____ M.

O SK 218 ERNAKULAM 22 39

S A DANGE M P NEWDELHI.

A. I. T. U. C.
I. R. No. 2929 Date: 23 AUG 1961
File No. Replied on

... COCHIN PORT AUTHORITIES REFUSE PARLIAMENT MEMBERS CERTIFICATE FOR FLOOD ADVANCE OFFICERS HARRASS WORKERS BY DELAYING TACTIS BENIFIT OF FLOOD ADVANCE MADE INFRUCTUOUS BY PORT AUTHORITIES..

.. T C N MENON MEMBER PARLIAMENT...

TO ENSURE QUICK DELIVERY-ADDRESS TELEGRAMS TO TELEPHONE NO.

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.—660—4.7.59—\$9,210 Bks.

GPDAT 5/05HRS.



C-3

TO ENSURE DELIVERY-ADDRESS TELEGRAM SERVICE BEFORE SET PHONE NUMBER 776



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at _____ H. _____ M.

0 A DIST COURT BUILDINGS VM 24 *US*

ATTUCONG NEW DELHI

-- SETTLE SHIPYARD STRIKE REFERENCE ISSUES ARBITRATION --

PORT NONGAZETTED OFFICERS ASSOCIATION --

C/- AT 8.25

A. I. T. U. C.	
I. R. No. <i>294</i>	Date. <i>25 AUG 1961</i>
File No.	Replied on.

The sequence of entries at the beginning of this telegram is—class of telegram, time sent 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.—660—4-7-59—89,210 Bks.



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

607



Received here at.....H.....M.

Q O 61 WILLONDON ISLAND 6

A TUC ND

PROTEST DELAY IN IMPLEMENTING SEEJEEBHAY COMMITTEE REPORT STOP PRAY
 IMMEDIATE PAYMENT OF ARREARS AND FIXATION OF SCALES ---
 WATER WORKS SECTION COMMITTEE COCHIN PORT EMPLOYEES UNION --

MLA

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.



C-3



281



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

TO ENSURE QUICK DELIVERY, ADDRESS REFERRED HERE TO TELEPHONE NUMBERS. H. M.

--- X LK A36 VISAKHAPATNAM 29 13 AITUCONG NEWDELHI:---

-- ADVISE SHIPYARD COMRADES CONTACT TONIGHT VIAG PHONE 684:--

- BHADRAM:-

The sequence of entries at the beginning of this telegram is—class or 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.—660—4.7.59—89,210 Bks.

219



C.-3



2015
22.8.61



TO ENSURE QUICK DELIVERY-ADDRESS
TELEGRAMS TO TELEPHONE NUMBERS
INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at _____ H. _____ M.

X HH 4 WALT AIR R S 28 14 AITUCONG NEW DELHI =

SHIPYARD UNION LEADERS ARRIVING TODAY LETTER FOLLOWS = BHADRAN

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.—680—4.7.59—80,210 Bks.



C.3

287



TO ENSURE QUICK DELIVERY-ADDRESS
TO TELEPHONE NUMBERS.

0785



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at _____ H. _____ M.

0 OA 2 DISTRICT COURT BUILDINGS VISAKHAPATNAM 24

ATTUCONG NEWDELHI

-- SETTLE SHIPYARDSTRIKE REFERENCE ISSUES ARBITRATION --
HARBOUR AND PORT M WORKERS UNION --

C/- AT 8.25

A. I. T. U. C.
I. R. No. 263. Date. 25. AUG. 1961
File No. Replied on.

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

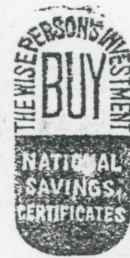
This form must accompany any enquiry respecting this telegram.

A. I. T. U. C. C-3 1961
R. N. 2970
No. 5 AUG 1961
THE WISE PERSON'S INVESTMENT
BUY
NATIONAL SAVINGS CERTIFICATES

TO ENSURE CERT. DELIVERY—ADDRESS
TELEGRAMS TO TELEPHONE NUMBERS.



0883



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

Received here at 287 No. H. M.

0 OD 5 GANDHIGRAM 24 *no*

COMRADE S A DANGE OPPOSITION LEADER NO. 4 KILING ASHOK ROAD NEW DELHI

— HINDUSTHAN SHIPYARD STAFF ASSOCIATION FULLY SUPPORTS SHIPYARD LABOUR
UNIONS DEMAND FOR SETTLEMENT OF DISPUTES BY ARBITRATION ONLY (.) PRAY XXX
TIMELY INTERVENTION —

SHANKARRAO PRESIDENT SHIPYARD STAFF ASSOCIATION —

C/- AT 10.00

The sequence of entries at the beginning of this telegram is—class of telegram, time and date 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.—660—4-7-59—S9,210 Bka.



C-3

28



0354



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at _____ H. _____ M.

O 8K 218 ERNAKULAM 22 39

S A DANGE M P NEWDELHI.

A. I. T. U. C.
I. R. No. 2929. Date. 23. AUG. 1961
File No. Replied on.

... COCHIN PORT AUTHORITIES REFUSE PARLIAMENT MEMBERS CERTIFICATE FOR FLOOD ADVANCE OFFICERS HARRASS WORKERS BY DELAYING TACTIS BENIFIT OF FLOOD ADVANCE MADE INFRACTUOUS BY PORT AUTHORITIES..

.. T C N MENON MEMBER PAEBLIAMENT...

TO ENSURE QUICK DELIVERY-ADD
TELEGRAMS TO TELEPHONE NET

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.—660—4.7.59—\$9,219 Bks.

CPDAT 5/05HRS.



C-3

TO ENQUIRE
TELEGRAM
(287)



DELIVERY-ADDRESS
PHONE NUMBER 1776



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at _____ H. _____ M.

0 CA DIST COURT BUILDINGS VM 24 18

DELHI

-- SETTLE SHIPYARD STRIKE REFERENCE ISSUES ARBITRATION --

PORT NONGAZETTED OFFICERS ASSOCIATION --

C/- AT 8.25

A. I. T. U. C.
 I. R. No. 296 Date 25 AUG 1961
 File No. Replied on.

The sequence of entries at the beginning of this telegram is—class of telegram, time sent 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.—660—4-7-59—89,210 Bks.

Q.3



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

607

Received here atH.....M

Q O 61 WILLONDON ISLAND 6

ATTUC ND

PROTEST DELAY IN IMPLEMENTING BEEJEEBHAY COMMITTEE REPORT STOP PRAY
IMMEDIATE PAYMENT OF ARREARS AND FIXATION OF SCALES ---
WATER WORKS SECTION COMMITTEE COCHIN PORT EMPLOYEES UNION --

MLA

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



555



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at.....H.....M.

O N 48 WILLINGDON ISLAND 4

ATTACHED

PROTEST DELAY IN IMPLEMENTING BEEJEEBHAY COMMITTEE REPORT STOP PRAY

IMMEDIATE PAYMENT OF ARREARS AND FIXATION OF SCALES --

DRESSING SECTION COMMITTEE COCHIN PORT EMPLOYEES UNION --

MLA

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



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at.....H.....M



O QE 98 WILLINGDON ISLAND 6

AT TUC NE WDELHI.

PROTEST DELAY IN IMPLEMENTING SEEJEEBHAY COMMITTEE REPORT STOP PRAY
IMMEDIATE PAYMENT OF ARREARS AND FIXATION OF SCALES ---

--- PORT MARINE SECTION COMMITTEE COCHIN PORT EMPLOYEES UNION --

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.

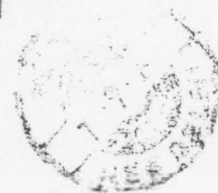
MLA

This form must accompany any enquiry respecting this telegram.

I. A. P. Dehli-5-61-17,000 Books.

C-3

669



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

0 PC BH 82 WILLINGTON ISLAND 6..

Received here at.....H.....M.

REG NO .

..PROTEST DELAY IN IMPTMENTING GEEJEEBHAY COMMITTEE REPORT STOP PRAY

IMMEDIATE PAYMENT OF ARREARS AND FIXATION OF SCALES

SANITARY SECTION COMMITTEE COHAIN PORT EMPLOYEES UNION

COFD.....6.20.....

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.



2575

INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.



Received here at.....H.....M.

O QB N 195 BOMBAY J 5

Dange U Ashok Road New Delhi

..PRAY REINSTATE THREE HUNDRED CENTRAL GOVT EMPLOYEES INCLUDING FORTY
 IN P AND T DEPARTMENT WHO ARE STILL OUT OF SERVICE AAA PRAY REMOVE
 HEAVY LOSSES INFLICTED ON THOUSANDS AAA RECOGNITION OF FEDERATION AND
 UNIONS DELAYED HAMPERING LABOUR RELATIONS AND REQUEST RESTORATION
 RECOGNITION AND REHABILITATION STRIKERS..

.R G CHANAN A I P E U POSTMEN AND CLASS IV BOMBAY CITY.

COFD 15.55

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.

I. A. P. Delh -5-61-17,000 Books.



INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No. 611

Received here at.....H.....M
O OI BH 70 WILLINGDON ISLAND 6

AI TUC ND

PROTEST DELAY IN IMPLEMENTING GEEJEEPZ GEEJEEBHY COMMITTEE REPORT STOP
PRAY IMMEDIATE PAYMENT OF ARREARS AND FIXATION OF SCALES ---

--- MOBILE CRANE SECTION COMMITTEE COCHIN PORT EMPLOYEES UNION ---

MLA

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.


INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at H. M.

O NK 59

WILLINGDON ISLAND 6



AT TUC ND

**PROTEST DELA IN IMPLEMENTING DE EJEEBHAY COMMITTEE REPORT STOP PRAY
IMMEDIATE PAYMENT OF ARREARS AND FIXATION OF SCALES ---**

SHARF ELC SECTION COMMITTEE COCHIN PORT EMPLOYEES UNION ---

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.

I. A. P. Delhi-5-61-17,000 Books.

MLA


INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at.....H.....M.

O VG AC BI BILASUR CP 5

SHREE DANGE MEMBER LOKSABHA ND .

ABOUT THREE HUNDRED CENTRAL GOVT EMPLOYEES INCLUDING FORTY IN P AND Y
 STILL OUT OF SERVICE STOP THOUSANDS SUBJECTED TO HEAVY LOSSES AND SER-
 VICE DISABILITIES STOP RECOGNITION FEDERATION AND UNIONS ABNORMALLY
 DELAYED HAMPERING LABOUR RELATIONS STOP REQUEST IMMEDIATE RESTORATION
 RECOGNITION AND REHABILITATION STRIKERS --- SOBY POSTAL THREE ---

MLA

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.



3289

INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.



Received here at.....H.....M.

O VK AC 84 BILASPUR C P 5

53
Shree Dange Member Lok Sabha
And

— ABOUT THREE HUNDRED CENTRAL GOVT EMPLOYEES INCLUDING FORTY IN P AND
T STILL OUT OF SERVICE STOP THOUSANDS SUBJECTED TO HEAVY LOSSES AND
SERVICE DISABILITIES STOP RECOGNITION FEDERATION AND UNIONS ABNORMALLY
DELAYED HAMPERING LABOUR RELATIONS STOP REQUEST IMMEDIATE
RESTORATION RECOGNITION AND REHABILITATION STRIKERS —

SECRETARY ENGINEER FOUR —

C/- AT 18.45

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



470

INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.



Received here at.....H.....M.

O OD AC 35 BILASPUR M P 6

SHRI DANLE MEMBER LOKSABHA NEW DELHI .

ABOUT THREE HUNDRED CENTRAL GOVT EMPLOYEES INCLUDING FORTY IN P AND T
 STILL OUT OF SERVICE STOP THOUSANDS SUBJECTED TO HEAVY LOSSES AND SERVICE
 DISABILITIES STOP RECOGNITION FEDERATION AND UNIONS ABNORMALLY DELAYED
 HAMPERING LABOUR RELATIONS STOP REQUEST IMMEDIATE RESTORATION RECOGNITION
 AND REHABILITATION STRIKERS --- SECRETARY TRAFFIC FOUR ---

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.

I. A. P. Delhi-5-61-17,000 Books.



553

INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at.....H.....M.

O MK 46 WILLINGDON ISLAND 6

AL TUO ND



PROTEST DELAY IN IMPLEMENTING BEEJEEBHAY COMMITTEE REPORT STOP

PRAY IMMEDIATE PAYMENT OF ARREARS AND FIXATION OF SCALES ---

U MOORING SECTION COMMITTEE COCHIN PORT EMPLOYEES UNION ---

MLA

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.