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(287)

"JAI HIND"

MEMORANDUM

LEADER OF ASIA, .. PROTECTOR OF PEACE, ... and
PRIDE OF INDIA
Hon'ble Prime Minister Shri Jawaharlal Nehru;
Zinda Baad

Your Excellency;

We the down-trodden Sea-men of Bombay have explicit faith in your Excellency.

That for the reasons below, the Indian Sea-men's grievances now need Your Excellency's perusal.

a. 50 to 84 Hours' duties are imposed per week on the Sea-men;

b. Serving for 60 years' of age a Seaman is thrown out in the street without any Compensation;

c. Casual employment of Seaman lasts from 3, 6, or 12 months only against which he is kept un-employed from 10 to 15 months';

d. Sea-men having service of about 25 to 30 years, being hale and hearty are declared UNFIT by the Government Medical Officer almost daily without any provision for their subsistence;

e. Hotel Staff of S.S. 'KAMPALA' of B.I.S.N. Co., who presented their legal demands for consideration before the Contractor have been discharged without reasons from service and now they are on Semi-starvation for about 2 years;

The seamen are groaning under the above helplessness and they now look to Your Excellency only to save them from the clutches of MAN EATERS.

JAI HIND!

Yours Obediently,

A. Khan
(ALF KHAN)

CHARTER OF DEMANDS ON PORT SIDE

Interim Payment of Allowance as Recommended by the Second Pay Commission.

1. The difference of allowance as recommended by the Second Pay Commission and the existing allowance more particularly the Dearness Allowance should be paid immediately, subject to readjustment after publication of the Jeejeebhoy Committees report.

2 This demand was put forward by all sections of the workers. The Majority members of the Commissioners Sub-Committee appointed to go into the matter are of opinion that the payment to the staff should be made forthwith. The Central Govt. employees have already received the arrear amount. The interim payment therefore should not be delayed

On Jeejeebhoy Committees Report.

2. The Jeejeebhoy Committee's report which was due to be published by February 1959 has not been published yet. The authorities are hereby requested to move the Govt. to see that the report of the Jeejeebhoy Committee is published immediately.

Implementation of the Recommendation of Second Pay Commission.

3. The Govt. of India stands committed to implement the favourable recommendation of the Second Pay Commission to the Port Trust employees. The decision of the Govt. of India is now available to the Port authorities. Suited to the peculiarities of the Port the favourable recommendations of the Second Pay Commission should be adopted.

On Retirement Benefits.

4. The retirement benefit as recommended by Sri P.C.Chowdhury, Officer on special duty should be made applicable to the Port Trust employees i.e. gratuity of 25 months pay plus full D.A. etc.

House Allowance.

5. House Allowance at the minimum of Rs. 20/- should be paid to all including vessels staff whose pay rise above Rs. 250/- at present without obtaining and verifying the rent receipts.

House Rent Allowance.

6. House Rent Allowance at the rate of 15% of pay prescribed by the Second Pay Commission should be paid to all employees upto Rs. 499/- p.m. without obtaining and verifying rent receipts from them.

Liberalised Pension Rules.

7. The liberalised pension rules should be extended to the Port employees and the employees should be given adequate opportunity to exercise their option.

Reduction of Night Duty Hours.

8. The working hours for the night shift workers should be reduced to six hours at par with Bombay and the work at night after certain hours should be treated as equivalent to more than one hours work during the day according to prescribed night coefficients as obtained in the Post & Telegraph.Dept.

On Confirmation.

9. Immediate confirmation of all the temporary staff who have rend-

On Piece Rate Scheme.

10. No new piece rate scheme should be introduced without obtaining direct opinions of the workers and the e xisting piece rates should be converted to montnly rates of a mi nimum of Rs. 140/- p.m. The monthly rated wage of the shore worker should also be revised accordingly.

Confirma tion of Secondary and Bodli Gang.

11. The Secondary and Badli Gang wo rkers should be made permanent and the ben efit received by a pe rmanent employee should be extended ~~by a permanent employee~~ to the Secondary Gang and Badli Gang worker.

On Filling Up Vacant Posts of Primary Gang.

12. The existing vacant posts of porters in the Primary Gang should be fille d up from among the Secondary Gang labour and the vacant posts of Sirdars should be filled up from amongst the senior most Porters of each of the Primary Gang.

Automation.

13. Intro du ction of automatic plants should not be used as a threat to security of the employment and the benefits of auto mation should be distributed amongst the employees.

Withdrawal of Appeal Case f rom the Supreme Court.

14. The appeal ~~preferred~~ preferred by the Port authorities against the awards on Top Down Operation and Dust Allowance vide Reference 8 of 1958 in the Supreme Court is a glaring instance of flagrant violation of the promise of the authorities as such the case should be withdrawn unconditionally and the arrear amount should be paid to the workers as per adjudication award immediately.

Recru itment of Employees Son.

15. The recruitment should be ma de from among the employees sons in all the departments. The employees sons should be given the facilities of apprenticeship in the C.M.E.'s Dept.

Avenue of Pro motion.

16. The vacancies in higher posts should be filled up by promotion and atleast 50% of the posts of officers should be filled up by promotion in all department.

Free Primary Education to Emp loyees Sons.

17. Free Primary education to the Port Trust employees children and adequate number of schools should be opened throughout the Port area. Not less than 50% of the total cost of higher education to employees children should be borne by the Port authorities.

Enhancement of Grants to the Existing Schools.

18. The existing grants to all the schools should be enhanced and the school buildings should be constructed.

Canteen Facilities.

19. Starting of Canteens at K.G.D., Dock II, Kantapukur, Dock Hospital and other su itable place s should be expedited.

Payment of Settlement of Dues.

20. Payment of settlement of dues should be made on the date of retirement from service.

Expansion of Hospitals.

21. A maternity home should be set up with proper arrangement for antenatal and postnatal treatm e nt of the female employees and female members of the families of the empl oyees. T.B. beds s hould be increased. The tentative plan adopted for the Third Five Years Plan should be given priority in execution. The existing number of ambula nce should also be increased. More dispansaries should be opened at suitable places.

Reinstatement o f Sri Barindra Nath Koley.

22. Sri Barindra Nath Koley an employee of the C.M.E.'s departme nt whose service has been terminated illegally during the pendency adjudication should be rei nstated in service.

Restoration of P.T.O. Facil iti es.

23. Restoration of old system of P.T.O. concession i.e. all category of employees s hould get atl east one set of P.T.O. concession.

On Payment of Running Allowance.

24. Running Allowance to Loco, Transp ortation a nd Carriage and Wagon Staff and Pa ss and P.T.O. facilities as obtained in the Railways should be extended to them.

Casual Leave to Class IV Employees.

25. Casual Leave to all Class IV employees in the same line as granted to other Class of employees.

Leave Salary.

26. Payment of leave salary in advance to all category of staff.

Wages for Working On Approved Holidays.

27. Wages at double rate should be given if the staff are required to work on approved holidays.

On Calculation o f Overtime.

28. For the purpose of calculating overtime allowance approved holidays falling within the period of week da ys should be treated as on duty.

Duty Hours of Mooring Master & Dock Master Staff.

29. The duty hours o f the Mooring Master and Dock Master sta ff should be refixed earmarking the tiffin hours and full compensation for additional hours of work by way of overtime allowance should be given.

Duty Hours of Mooring Master and River Tug Staff.

30. The duty hours of the Mooring Master and River Tug staff should be counted to and from the place of their attendance at Tucktaghat or Tower Clock station reppectively.

Implementation of the M.W.Act to the River Vessel Staff.

31. Weekly day of rest as per provision of the M.W.Act shoul d be granted to the ratings of the Dredger, Despatch vessels, Pilot vessels, light vessels and River Survey section or full compensation by way of 52 days special leave in a year and no deduction of consolidated allowance, free provision, during the special and casual leave period.

On Payment of Consolidated Allowance.

32. The revised rat e of consolidated allowance which was given effect from 1st April 1958 should be given retrospective effect 15th March 1951, the date when these category of staff have been notified under the M.W.Act.

Differen ce of Rate of Arrear Payment of Provision.

33. The difference of rate o f free provision supplied and the amount they are entitled to (Rs. 40-5-6) and not paid as per assurance since January 1959 shoul d be pa id immediately.

Extension of the Provisions o f the Industrial Employment Act.

34. Provisions of Industrial Employment Act 1946 should be extended to the Port Trust employees.

On Quarters.

35. Quarters shoul d be provided to all Class IV staff and date should be announced by which period the Commissioners are going to fulfil their commitment to provide free quarters to all Class IV staff. The existing numbe r of Class III staff quarters should be increased.

On Uniforms.

36. Full set of uniforms to all employees eligible and the existing quality of uniforms should be impre ved.

On Passport.

37. Port authorities should take the charge of affording Passport facilities to the Pakisthani National Staff.

13-3

Phone : 45-1979

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

ent : SRI INDRAJIT GUPTA, *M. P.*

PDV/GENL/TR/232

Dated 30th. December, 0. *196* .

287

Dr. P. Subbarayan,
Minister-in-Charge of
Transport & Communication,
Govt. of India,
New Delhi.

Dear Sir,

Sub:- Demands of the Calcutta Port Workers.

We have been directed by the General Council to draw your attention to certain very important demands which have been agitating the minds of the workers of the workers for a long time. On various occasions through both individual and collective representations these long standing and pressing demands have been put forward by them and the authorities have been urged to condede the same as early as possible. But we regret to point out that very scant regard has been paid to all these grievances by the authorities so far. This unhelpful attitude cannot but create deep resentment among the employees who have been leading to doubt the good will of the employees.

The Union feels that peace should prevail in this vital sector of the country's economy and hasty steps should not be taken which may disturb its functioning. Forthis, it is not only necessary that labour should behave in a responsible and organised manner but also and even more, that the Port authorities should act promptly, sympathetically and in an impartial way, to redress any justified grievances which the workers may have, Unless the workers feel from their practical experience that the Administration is ready and willing to accept and consider representations around the table, there is bound to be a sense of a frustration which may eventually find expression in undesirable channels. It has also to be remembered that, though certain Unions have been granted formal recognition, a substantial section of Port workers is outside their membership and influence. Such workers have undoubtedly a democratic right to join any registered Union of their own free choice, even if it be unrecognised and to make representations through it to the administration.

The General Council of this Union is confident that they will be able to convince the authorities as to the justness of the demands, should such an opportunity be given to them.

We therefore request you to arrange for a joint meeting so that the issues can be settled amicably across the table.

Yours faithfully,

Encls: 4

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INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at ——— H. ——— M.

O TB N 195 COCHIN 23 — AITUCND.

DOCK LABOUR BOARD REFUSE DOCK WORKERS MEDICAL EXAMINATION THUS DEPRIVE RECRUITMENT STOP ALLOWING FAVOURED UNIONS PREPARE PRIORITY LIST CAUSING UNEMPLOYMENT TWO THOUSAND WORKERS STOP SITUATION GRAVE PRAY IMMEIATE INTERVENTION

= PORT CARGO LABOUR UNION =

Copied at 5.15 PM

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.—406—15-6-60—82,260 Bks.

13.5

THE COCHIN PORT CARGO LABOUR UNION

(Reg: No. 176)

കൊച്ചിൻ പോർട്ട് കാർഗൊ ലേബർ യൂണിയൻ (റജി: നമ്പ് 176)

Ref: ..... 23rd December 1960 195

The Chairman,
Cochin Dock Labour Board,
Cochin-2.

Dear Sir,

This is to bring to your urgent notice that dock workers namely J.Thobias and N.K.Ibrahim who are employed by M/S B.Paul Abrao, Cochin-1, since the year 1952 and who are members of this union have not been called for medical examination by the Sub- Committee. These workers had been interviewed by the members and chairman of the Sub- Committee. I had several talks with the Chairman of the Board and the Chairman of the Sub- Committee on the subject and every time I was told that all workmen irrespective of their union affiliations would be given their chance and the provisions of the scheme would be implemented strictly. But to my great surprise and sorrow the Chairman of the Sub- Committee has informed in person during a talk on the very subject that only workers who are found in an alleged priority list would be called for medical examination. This, he also pointed out, is the decision of the Dock Labour Board.

Here I very much regret to state that the responsible authrities of the Board and Sub Committee were not acting in good faith since they kept the decision a secret and continued to give us evasive replies to our representations. I record the emphatic protest of the union against the attitude of the Chairman of the Board and the Sub Committee.

In this connection I have also to point out that the Board had no authority to take decisions in contravention of the provisions of the scheme. There is no justification in accepting a so called priority list of the workmen from the favoured unions and ignoring the rest thus helping the stevedore contractors to disemploy thousands of workmen. Moreover there cannot have any sanction behind such a decision as far as the workers are concerned. Even to limiting to the individual cases above referred messers J.Thobias and N.K. Ibrahim got reemployed under M/S Paul Abrao on the strength of an award issued in facour of them by the Central Industrial Tribunal(Madurai) in 1952. They are continuing to be employed by M/S B.Paul Abrao uptill now. Section 18(1)(a) of the scheme provides that all workmen who are in the employ of ste

13.5

THE COCHIN PORT CARGO LABOUR UNION

(Reg: No. 176)

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Cochin-2.

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vedore contractors are entitled for registration. Now, if the Board goes ahead with the above decision it not only violates the provisions of the scheme but also causes unemployment to thousands of workers in addition to non- entertainment of legitimate applicants. This has also caused great concern among all sections of workers.

Therefore we have to urge upon the Chairman of the Board and others who are responsible that they be pleased to take immediate and effective steps to undo the worng already done by revoking the illegal, unreasonable and unfair decision of the Board and to register all the existing workmen as provided for in the scheme.

We hope and trust that the Board would do the needful and avoid a situation.

Thanking you,

Yours faithfully

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

Copies:-
1) The Chairman, Sub- Committee, (Dock Labour Board)
2) The Secretary, A.I.T.U.C, New Delhi.
3) The Labour Minister, Govt. of India, New Delhi.
4) The Transport Minister, Do Do
5) Com.S.A.Dange, M.P.
6) Com. T.C.N.Menon, M.P.
7) Secretary, Kerala State Trade Union Council(A.I.T.U.C)

136

A.S. Iyengar c/o Th. A.S.P. Sanatha
T.B. Road
Market Landing
Kottayam
(Kerala State)
20.12.60.

My dear Com K.G. Srivastav,

I have informed the Secretary of the Reception Committee of the 26th Session of the AITUC at Coimbatore of my arrival there on 3.1.61 at 8 PM by Cochin Express from here, to attend the G.C. Meeting scheduled to meet on 4.1.61. This is in accordance with your Circular Letter of 12.11.60.

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22.12.60

Dear Com.Iyengar,

Your letter of 20.12.60.

The total number of foreign delegates expected is about 25. But there may be slight increase or decrease. Even if it increases, it will not exceed 30. So you can arrange your souveniurs accordingly.

With greetings,

Yours fraternally,

(K.G.Srivastava)

I will be infinitely obliged to you if you can kindly let me know by return of post, the number of foreign delegates likely to attend the 26th session, since we wish to bring as many souvenirs or presents for them.

Thanking you, A. K. Ayyangar

पोस्ट कार्ड
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Com K G Sivaraman
Secretary
A I T U C
204 Ashoka Road
NEW DELHI

13.7

To S.A.Dange M.P.
4 Ashoka Road,
New DELHI

287

Respected Sir,

I, Driver in Indian Naval Transport shall be obliged if you will kindly read my following statement and take the necessary actions.

In 1947, the committee of the Following six Men met and our pays were cut down from 110/- to 75/- Rupees p.m.

1) Rear Admiral A. Chakravarty.
2) " " A. Chotterjee.
3) Capt. Lal Kaka.
4) Defence Accountant Mr. Mehta.
5) Juge Advocate of Navy Mr. Jirar.
6) Dy. Commander Raj Pal.

One of us went to court against the decision and he was continued at Rs. 110/- his name is V.R. Chicalkar, Driver No. 165, Indian Naval Transport where as others were reduced in their salary. During July 1960, when Central Govt., Servant went on strike, we too joined on peaceful strike but sorry to say after calling off the Strike we found there was further 5/- Rupees cut in our salary and we are receiving the same for the la -st few months.

Even after working for years, on retirement we do not get anything. In many cases people have worked for 20 years or so, but they didn't get any benifits after their retirements. Since we have no other atterractive we approach your goodself to kindly inquire in the matter and get us full justice.

Hoping to be excused for the trouble and thanking you in anticipation.

From: Dhondurom Gaikwad,
Juban Bldg.,
Nanachowk, BOMBAY.

Yours faithfully

138

B.P.T.General Workers' Union.

Phone:38048
Kavarana Bldg,Frere Rd,
Bombay-9.
Dated:28th Dec.1960.

Ref: GWU/GIA/60-61.

287

REPORT ON THE WORKING OF THE
BOYCOTT OF SHIPPING RESOLUTION
BY THE ALL INDIA PORT & DOCK
WORKERS' FEDERATION AT BOMBAY PORT.

The All India Port & Dock Workers' Federation,took a decision to reimpose their past decision to boycott all Shipping Agents/Lines and Owners found trading with Mormugao,Daman and Diu. The decision of the Federation was announced by the General Secretary,at a Press Conference at Calcutta and it was given wide publicity. The decision,came into force with effect from 1st May,1960.

1. After the resolution was announced,this Union had set into operation its machinery to collect information regarding ships calling at or sailing from Mormugao,Daman and Diu. The Union was successful in collecting the required data and it was found that during the period of 6th May 1960,to 30th June,1960Eighty vessels had called at Mormugao and had sailed for various ports. The main ports of destination were Japan,Holland,Italy,West Germany,Madras,Cochin,Emden,Yawata Genoa,Bagnoti,Kobo,Rangoon. The main ports from where these ships had called at Mormugao,were Karachi,Madras,Basrah,Kuwait,Baherin,Kawasaki,Hongkong,Kandla, Singapore,Calcutta,Suez,Rangoon,Colombo,Chittagong,Eden etc.

2. As soon as the necessary information was collected by this union,it was processed,checked and counter-checked. After being satisfied that there was no scope of any mistake,the names of vessels,their dates of calling or sailing to or from Mormugao etc,a List of Ships was published by the Union and it was sent to all affiliated unions to the Federation,the Shipping Lines/Agents/ Owners/Port Trust as also the General Secretary of the Federation,on 28th July 1960.

3. This Union had continued to be vigilent and had collected all inform-ations regarding ships calling or sailing from Mormugao etc,between the period of July to September,1960. The new list was compared with the list already pub-lished and a fresh list was circulated showing the ships which had traded with Mormugao etc,during the aforesaid period for which they have been put on the 'Black List'. It was found that already,the number of ships trading with Mor-mugao was falling and during the period under reference,only 130 ships had called at Mormugao etc. The names of these ships was circulated amongst the interested parties under this Union's circular dated the 25th November,1960.

5. It is to be noted that though the decision of the Federation to Boycott all Ships/Shipping Lines/Shipping Agents became operative with effect from 1st May,1960 and though immediately therefter,this union had supplied to all Port & Dock Unions in the country(including the unions affiliated to the INTUC controlled Federation) the names of ships trading with Mormugao,Daman and Diu and though many of these Black Listed ships had called at Calcutta, Madras,Vizag and Cochin Ports after being boycotted,these vessels were handled by the aforementioned ports including that of Kandla,as if there was no Boycott in existence. It is needless to record here that this could only happen due to the LACK OF INTERESTS shown by the Organisations of Port & Dock Workers at those ports. This carelessness,lack of vigilence and failure to implement the decision of the All India Port & Dock Workers' Federation,by the Unions of Calcutta,Madras,Vizag,Cochin and Kandla have done little credit to the Unions concerned as also the Federation. On the other hand,it has acted as a demoralis-ing force on the minds of the Port & Dock Workers in Bombay Port. It has also to be recorded that the INTUC controlled unions of the Port & Dock Workers,or their Federation,till this date,have not taken any action to actively lend their support on this issue.

6. Immediately after the boycott was reimposed,this union had ~~nkn~~ notified to the Agents of s.s."General Artigas" and "Erinio" that these vessels would not be handled at Bombay Port. The owners of 'Erinio' had informed this Union by a written assurance,that their vessel in future would not trade with Mormugao. "General Artigas",it was found had met with an accident on the High Sea which had broken her Radder and as an act of mercy,she was allowed to be towed to Bombay Port for repairs. This Union had consulted Shri M.G.Kotwal of the Transport & Dock Workers' Union and after joint discussions had exempted this vessel on the clear understanding that if in future she would be found trading with Mormugao,she will be permenantly banned.

7. M/S Mackinnon Mackenzie & Co,Ltd.,were informed that their vessels 'Kampala' and 'Karanjia',both Passenger vessels,have been found trading with Mormugao and therefore they should show cause why all ships of their Agency or Principals should not be boycotted. They immediately,gave an assurance in writting that in future,ships under their control,would not call at Mormugao Daman or Diu. Thereafter,the boycott on 'Kampala' and 'Karanjia' was lifted. &x The said company have ceased to trade with Mormugao etc,from 29th July,60.

8. M/S Hall Brothers Steamship Co,Ltd.,New Castle,England's ship, "Ambassador" was boycotted and the company informed this union that the vessel had actually called at Mormugao on 21-4-1960. The Company gave an assurance that in future their ships would not trade with Mormugao etc. The boycott on "Ambassador",was thereafter lifted.

9. The ships,"Loosdrecht","Laarderkerk","Leopoldskerk","Adrian" and "Mathilda",which are under the United Netherlands Navigation Co,Rotterdam, through their agents in Bombay,M/S Volkart Bros,informed this Union that the aforesaid vessels had called at Mormugao during April-May,1960,before they or their Principals had come to know of the Boycott. Both Volkart Bros, and their Principals,have assured this union in writting that in future their ships would not tarde with Mormugao,and that they,in future,xhxkk would not handle any ships found to have traded with Mormugao. Therefore,the names of these vessels were removed from the Boycotted ships list.

10. M/S Parry and Co,Ltd.,have assured this Union in writting,that in future,their ships would not be trading with Mormugao and that they would not handle any ships known to have traded with Mormugao etc.

11. M/S James Finlay & Co,Ltd.,have assured that they have no intention to handle ships trading with Mormugao etc,or charter any ships trading with such Ports. Therefore,the boycott of their vessels,"Clan Macbean","Clan Alpine" and "Clan Maclennan" have been lifted. None of these ships or anyother ship operated by James Finlay & Co,have been found to have traded with Mormugao etc,thereafter.

12. M/S Dentschaft Dampfschifffahrts-Gesellschaft"Hansa",of Bremen,West Germany,and their Agents,Shaw Wallace & Co,Bombay,informed this Union that they had entered into a contract in January,1960 with German Shippers for the carriage of Lighters to Mormugao. That the Company has stopped accepting cargo for Goa as soon as the boycott was reimposed and had tried to cancel the contract which had been netered into in January,1960but,the shippers were insisting that the contract must be fulfilled. They,therefore,sought exemption from the operation of the Boycott for their vessels on the aforesaid ground and on their written gurantee that after fulfilling their past committment, they would not trade with Mormugao "as long as the boycott wiill remain in force". The Union,could not immediately reply to this enquiry and being reminded of the same in November,1960 have informed the Company that taking into consideration their assurance and the fact that the contract had been made in January 1960,i.e.,before the reimposition of the Boycott,as also the fact that the company shall have to suffer very heavy financial loss if they fail to fulfill their contract,the union has got no objection to allow the exemtion shought for,and they can carry three Lighters to Mormugao by the Hansa Line vessels. On consideration of the assurances given by M/S Shaw Wallace and their Principals,the boycott on the vessels,"Adrian","Neuenfels", "Trautenfels","Argenfels","Lightenfels","Scewarzenfels" have been lifted. The Company have yet to carry three Lighters to Mormugao for which they have been exempted.

13. M/S Java Bengal Line,Calcutta,agents for the Ship "Leto" have sought ~~xxxxxxxxx~~ lifting of the boycott from the said vessel. They have been asked to give further details and pending the receipt of the same,"LETO"CONTINUES TO BE ON THE LIST OF SHIPS BOYCOTTED.

14. It was found that certain ships handled by M/S Indian Maritime Enterprise (P)Ltd.,Bombay had traded with Mormugao,their two ships,"Al-Husoni" (Pakistan) and "Hemeji Maru" were placed under boycott on 3rd December,1960. The company,thereafter,gave a written assurance that henceforth they would not handle ships trading with Mormugao,etc.,and on this assurance,the boycott from the said two vessels was lifted and they were allowed to leave the Port.

15. It was found that vessels belonging to the Orient Mideast Line, Newyork,are trading with Mormugao. One of their chartered vessel,m.v.Orphus" had sailed from Mormugao on 26-11-1960. Therefore,all ships belonging to the Orient Mideast Line,or Chartered by them was placed under boycott.

On 19th December,1960,M/S Orient Mideast Line,Newyork,have given a written undertaking that in future none of their ships owned or charted by them or given on charter by them will trade with Mormugao. The boycott on Orient Mideast Line,have therefore been lifted. It is necessary that a close watch should be maintained on the activities of their vessels as some of their ships might be given on Charter and the Chartering party may tarde with Mormugao. The boycott on "Orpheus" and "Phoevos" have also been lifted.

16. M/S Madhavlal & Co(P)Ltd.,Bombay have given an assurance that they will not handle ships found trading with Mormugao. They wanted the boycott from the ship "PONTOPOROS" to be lifted. They have been informed that the name of the Owner of the vessel and list of ships operated by the said owner or Owners should be intimated to the Union on receipt of which the matter will be considered.

17. M/S Killick Nixon & Co,(P) Ltd.,have assured that in future, they would not handle directly or indirectly,ships trading with Mormugao. They have been informed that their assurance has been accepted,but,unless the owners of the vessel "BELEVELYN" give a written assurance that their vessels would not be trading with Mormugao,the ship would continue to be under our boycott. M/S Killick Nixon & Co,are agents for "Christen Smith & Co,and the City & Hall Lines. They have been informed that as long as no assurance is received in writting from M/S Christen Smith & Co,they should not handle the ships:-"BELBETTY" "BELEVELYN" "BELFAST" "BELFRI""BELJEANNE" "BELKARIN" "BELLIS" "BELLULLY" "BELOCEAN" "BELPARELL" "BELRAY"AND"CHRISTEN SMITH" and if they do so,they would be placed under our boycott with immediate effect. The reply from the company is awaited.

18. M/S A.G.Pappadakis & Co,Ltd.,London,have sought removal from the boycott list the name of the ship s.s. "MAKEDONIA". They have been asked to supply the list of all ships operated by them and a clear assurance that they would not,in future,trade with Mormugao. Pending receipt of their assurance,the ship under reference continues to be under the boycott.

19. M/S The Great Eastern Shipping Co,Ltd.,Bombay,have given written assurance that they will not handle ships trading with Mormugao.They have been requested to supply list of ships operated by them and not to handle any ships of M/s Yamashita Kisen Kaisha,Tokyo,whose ships are found trading with Mormugao regularly. ALL SHIPS OPERATED BY YAMASHITA KISEN KAISHA continues to be under boycott.

20. M/S Irish Shipping Ltd.,Dublin,have sought lifting of Boycott from their ship "IRISH SPRUCE" and have assured that in future none of the vessels operated by them would trade with Mormugao etc. They have been requested to supply a list of ships operated by them and have been assured that as soon as the said list will be received,the boycott of "Irish Spruce" would be removed. At present,the vessel continues to be under boycott.

21. M/S Lionel Edwards(P)Ltd.,Bombay,were informed that the vessels operated by their Principals,LAURO LINES,are trading with Mormugao and unless they stop handling their vessels,the Lionel Edwards,would be placed under boycott. The company have promised to secure from their principals,the Lauro Lines,an assurance that they would not,directly or indirectly,operate any ships trading with Mormugao. The assurance is awaited. The Lauro Lines have the vessels, "Roma" and "Sydeny". They operate the ships "ANGELINA LAURO" AND "LAURA LAURO". These vessels have traded in the past with Mormugao and had sailed from Mormugao on the 14th and 23rd November,1960 respectively. These vessels continues to be under the Boycott.

22. During the month of October,1960,a total number of 51 ships have sailed from Mormugao. During the month of November,1960 a total number of 58 ships have sailed from Mormugao. The list of ships which are not mentioned in our list of boycotted ships,in this connection,will be circulated seperately. It will be noted that the number of ships visiting Mormugao etc.,have increased during the past two months. Most of these vessels are Japanese and other Tramps.There are also a large number of Portuguese ships in such trade. THE NUMBER OF SHIPS CALLING AT MORMUGAO CAN NOT FALL UNLESS THE WORKERS ENFORCE THE BOYCOTT VERY STRICTLY.- SERIOUS NOTICE IS REQUESTED TO BE TAKEN OF THIS FACT.

S.Maitra,
General Secretary.

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

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DEC 1960

GOVERNMENT OF INDIA
MINISTRY OF LABOUR AND EMPLOYMENT

Dated New 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 31st January, 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 Cochin Dock Workers (Regulation of Employment) Amendment Scheme, 1960.

P.T.O.

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 work 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.

copy to:-

For Under Secretary.

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

DEC 1960

THE VIZAGAPATAM HARBOUR & PORT WORKERS' UNION.

ఫోను: 51. గ్రామ్: "లేబరుహార్బ్".

విశాఖపట్నం హార్బరు అండ్ పోర్టు కార్మిక సంఘం.

హార్బరు అప్రోచ్‌రోడ్డు, విశాఖపట్నం-1

రిజిష్టర్డు నెం. 65 - స్థాపితం 1936.

మా నెం. 287 తేది 12--12-- 1960.

To The Secretary,
A.I.T.U.C
4, Ashok Road, New Delhi.

Dear Comrade,

I have to remind you of our letter dated 17-11-60 to you sent along with a Copy of the Memorandum dt.31-10-60 submitted to Secretary, Ministry of Transport, Govt. of India, New Delhi, jointly by this Union and the Vizagapatam Port Non-Gazetted Officers' Association - the two recognised unions at this Port.

They relate to the payment of arrears of ~~Dearness Allowance~~, Dearness Allowance according to 2nd. C.P.C. decision to the employees of directly administered Ports, (Viz.Cochin, Kandla and this Port) like the Government employees in other Departments who have been paid the same already.

I request you to let me ~~know~~ know the action taken by you in the matter and the stage at which it stands.

Thanking you,

Encl: Nil.
MBS.
12/12.

Yours fraternally,

Bhadra Mohan Shastri

General Secretary,
Vizagapatam Harbour and
Port Workers' Union

12 1 NOV 1960

THE VIZAGAPATAM HARBOUR & PORT WORKERS' UNION.

ఫోను: 51. గ్రామ్: "లేబరుహార్బ్".

విశాఖపట్నం హార్బరు అండ్ పోర్టు కార్మిక సంఘం.

హార్బరు అప్రోచ్‌రోడ్డు, విశాఖపట్నం-1.

రిజిష్టర్డు నెం. 65 - స్థాపితం 1936.

మా నెం. 287 తేది 17--11-- 1960.

To

The General Secretary,
All India Trade Union Congress,
4, Ashoka Road, NEW DELHI.

Dear Comrade,

Kindly find enclosed a copy of a memorandum submitted jointly by the 2 recognised Unions of Port Employees at this Port.

You are aware that arrears of Dearness Allowance at the rates recommended by 2nd. C.P.C. have been drawn and paid in all other Government Departments.

In the directly administered major Ports (Viz. Kandla, Cochin & Vizagapatam) Dearness Allowance is not drawn as in other Government Departments, presumably for the reason that firstly the pay of the employees as on 1-10-1957 has got to be fixed in the pay scales that would be recommended by the Jeejeebhoy Committee (Categorisation and Classification Committee for employees of Major Ports appointed as a result of All India Ports Strike of June 1958) and secondly into appropriate 2nd. C.P.C. Scales as on 1-7-1959 and Dearness Allowance drawn on the basis of those.

But it will be seen that even without reference to Jeejeebhoy Committee scales, the Port employees would be eligible to a Minimum increase in Dearness Allowance with effect from 1- 7-1959 ranging from Rs 5/- p.m. to Rs 15/-p.m. The Jeejeebhoy Committee Scales will in no case act to lower this minimum but will only benefit at least a few Categories. As such Government should have no objection to order for grant of an interim relief in D.A. with effect from 1- 7-1959 to Government administered Major Port employees, varying from Rs 5/-p.m. to Rs 15/-p.m. according to the existing pay Scales.

Hence, I request you to bring this issue to the notice of Government on the floor of the Houses of Parliament or in any

P.T.O.

manner you deem fit.

Thanking you,

Yours fraternally,

Encl:
MBS.
17/11.

S. Bamoben
sd/ S. Bamoben
General Secretary,
Visagapatam Harbour and
Port Workers Union.

Give it on the P.S.
Ack. with thanks & tell we will
discuss it when it is late
now for the session.
[illegible]
4/12/51.

THE VIZAGAPATAM HARBOUR & PORT WORKERS' UNION,

&

THE VIZAGAPATAM PORT NON-GAZETTED OFFICERS' ASSOCIATION.

(Affiliated to the All India Port & Dock Workers' Federation.)

To

The Secretary to the Government of India,
Ministry of Transport & Communications,
(Transport Department)
N e w D e l h i.

Visakhapatnam.
dt 31-10-1960

Dear Sir,

Sub:-Implementation of (i) Decisions of the Committee for Classification & Categorisation of Major Port Employees from 1--10--1957. AND (ii) Recommendations of the Central Pay Commission from 1--7--1959.

Ref:-(1) Government Resolution No.23-PLA (91)/58 dated 23--8--1958.
(2) Finance Ministry's notification No.12(1) EST (SPL)/59 d/2-8-60.

In accordance with the two resolutions of the Government under reference, the existing scales of Pay in respect of Class III & IV posts in Vizagapatam Port have to be first revised from 1-10-1957 as per the decisions to be reached by the Committee for Classification & Categorisation of Major Ports Employees which is briskly engaged in its task for early completion of its work and then brought on to the prescribed scales on the recommendations of the 2nd C.P.C. from 1-7-1959.

While it is appreciated that the Committee is sparing no pains to complete the work in terms of the Government's resolution dated 23-8-1958, the task before it is laborious and stupendous and is likely to take considerable time to arrive at final conclusions. Government would also require considerable time to consider the scales to be introduced on the recommendations of the 2nd C.P.C. on the basis of the scales adopted from 1-10-1957 as a result of the Committee's decisions. The Port Administrations also require sometime for the actual implementation of the decisions in accordance with the 2(two) resolutions in question.

We, therefore, expect that it may not be practicable for the Government to ensure any remuneration to the Ports Employees by way of revised scales at-least before the close of the current financial year although we have been eagerly waiting for relief since November, 1956. Meanwhile as Government is fully aware the cost of living is tremendously increasing and the standards of our living are rapidly falling down with the turning of every day of the Calendar and some sort of relief is absolutely necessary and your immediate intervention is imperative even to maintain the present low standard of our existence. We, therefore, appeal to you to grant an interim relief at the rates approved by the Government towards Dearness Allowance on the recommendations of the 2nd C.P.C. with orders for payment of arrears from 1-7-1959 or ad-hoc increase of Rs.5/- to Rs.15/- from 1-7-1959 immediately. It may be stated in this connection that the payment of this relief will not be more than what the Ports Employees are entitled to get under the 2nd C.P.C. recommendations without reference to any revision to their existing Pay scales from 1-10-1957 which may be recommended by Shri Jeejeebhoy Committee.

Secondly Government's decisions on the recommendations of the 2nd C.P.C. with regard to public holidays and Office holidays on 2nd Saturdays for Central Government Offices are being implemented by the Port Administration from 1-1-1960 as these decisions have no bearing on the terms of reference to Shri Jeejeebhoy Committee. On the same anology, we request that all the other recommendations of the 2nd C.P.C. accepted by the Government for improvement of the service conditions which have no tag to the 2nd C.P.C. scales of pay may also be implemented in respect of the Port Employees without waiting for the decisions of Shri Jee-Jeebhoy Committee. We request that such dicisions reached by the Government may kindly be communicated to the Port Administrative Officer authorising him to implement the same.

Thanking you,

Yours faithfully,

(M. Bhadramurti Sarma)
GENERAL SECRETARY
Vizagapatam Harbour & Port Workers' Union

(B. Dharma Rao)
SECRETARY
Vizagapatam Port Non-Gazetted Officers Assen.

MADRAS PORT UNITED LABOUR UNION

REGD. No. 1680

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

ident:
A. S. K. IYENGAR, M.A.,
President:
K. T. K. THANGAMANY,
BAR-AT-LAW, M.P.
y. Secretary:
D. CUNNIAH

1/73, BROADWAY,

287

Madras-1 13th Dec 196 .

Ref:PU/MPT/G/(13)/4/60.

The Chairman,
Madras Port Trust, Madras. - - (1)

The Hon'ble Dr. P. Subbaroyan
Minister of Transport and Communications,
Government of India, New Delhi. - - (2)

The Hon'ble Shri Gulzarilal Nanda,
Minister for Labour,
Government of India, New Delhi. - - (3)

The Chief Labour Commissioner (C) Government of India,
New Delhi. - - (4)

The Regional Labour Commissioner (C)
No.2/8, Hunters Road, Vepery, Madras -7. - - (5)

Shri:S.A. Dange, M.P.,
No.4, Ashok Road, New Delhi. - - (6)

Shri.K.T.K. Thangamani, M.P.,
No.4, Ashok Road, New Delhi. - - (7)

Dear Sir,

Sub:Madras Port Staff Institute premises-permission to hold meeting and performance in aid ofrepresentatives for the A.I.T.U.C. Conference-rejection -report of.

We wish to represent the following for your kind consideration and necessary action.

We are going to have the All India Trade Union Congress 26th Conference at Coimbatore in the first week of January '60 and the Executive of our Union has decided to send about twelve delegates for the same. For the benefit of these representatives who are to be sent to the conference we have made all the arrangements for the conduct of a meeting under the presidentship of the Worshipful Mayor of Madras on 17th of this month. Last week I approached Shri. P.R. Narasimhan-President of the Staff Institute (Labour Welfare Officer)and asked him as to whether he can spare the Institute premiseson the above date (17-12-'60) and he agreed for the same provided a request is received from our Union. Accordingly I have

tickets etc., in connection with the meeting and perfomance.

Even though we had intimated to the President in advance I did not receive any reply. So I contacted the President on 13-12-'60., in his office. He said that the Institute premises cannot be spared because of POLICY MATTER. If he has only told me last week I would not have made the preliminary arrangements and incurred the expenditure assuch. Now actually the President has insulted us by his act of refusal at the last stage and it also reflects on us by the outsiders who may not know the actual fact.

Even though the Insttute premises is spared to outsiders for conducting dances Etc., it is a really a matter of regret if it cannot be spared for the use of its own members because our members are also the members of the Staff Institute. Hence we wish to bring it to your kind notice our dif icilty at the last moments due to the insulting behaviour of the President. It looks that the attitude of the President is just like nurisng others children without nursing its own children.

This is for your information and necessary action and to prevent such insulting behaviour of the President who is also the Labour Welfare of the Port Trust at least in future please.

Thanking you,

Yours fmily,

D. CURRIAH.
GENERAL SECRETARY.

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Dec. 8, 1960

Dear Com.Ganguly,

Thank you for your letter of 6th inst.

As for affiliation, please fill up the enclosed form and send it to us with copy of your constitution, list of office-bearers and statement of accounts through the BPTUC.

Also arrange to send the affiliation fee direct to this office. As soon as the above documents and the affiliation fee are received, our Secretariat could grant you affiliation.

With greetings,

Yours fraternally,

(K.G.Sriwastava)

Encl: Affiliation form

Com.Debkumar Ganguly,
Joint Secretary,
Calcutta Port & Dock Workers Union,
27B Circular Garden Reach Road,
CALCUTTA 23

8 DEC 1960

CALCUTTA PORT & DOCK WORKERS' UNION

27B, CIRCULAR GARDEN REACH ROAD
CALCUTTA-23

President:
SRI INDRAJIT GUPTA M.P

REGD.NO.5020

Ref. PDU/TUC/166

Date 6th.December'60

Dear Com. Sriwastava,

Your letter dated 26th.Nov'60 in respect of a report on the major devolopments in the Calcutta Port&Docks and its T.U movements since Ernakulam session of the A.I.T.UCC.

Historic June'58 strike in the Major Ports all over India.

The single biggest incident in the trade union movements of Port &Docks is the unprecedented nationwide strike for 11 days in June,1958 by one and half lakh worker of all Major Ports of India. This was for the first time that all the workers of Ports and Docks at the call of and under the banner of one all India Federation resorted to simultane -ous strike action for realisation of their common demands. The strike commenced on and from 16th. June'58 and lasted for 11 days.

In addition to various local demandsof the respective Ports the principal and the common demand was 'Implementation of P.C.Choudhury (Officer on Special Duty) commission Award'.

History of the dispute in brief is as follows:-
In 1956 the Govt. Of India appointed sri P.C.Choudhury I.C.S as officer on special Duty (O.S.D) to undertake an enquery into the various demands of the Port and Dock labour o f Indi -a. The O.S.D submitted ~~it~~ his report after one and half year instead of six months scheduled time. On several import -ant questions the O.S.D's recommendation was very favourabl to the workers concerned but as usually the GOI and the Port authorities went back on their assurance and refused to implement the same. The workers became agitated and all attempt to settle through conciliation failed the workers had no other alternative but to resort to direct action.

Only after the bitter struggle for continuous ~~strike~~ 11 days strike and workers bloodshed (8 workers lost their lives at the Police bullet at the Madras Harbour where the police opened fire on the striking workers) the ~~GOI~~ strike was called off at the assurance of the Prime Minister Neheru. and the GOI vide Ministry of Tranport &Communication's resolution dated, 20th. July'58 and23rd.August'58(Gazette of India,Extraordinary Part1,Section 1, dated, 24th. July and 25th. August'58) appointed a committee ~~of~~ for classification and categorisation of class 111 and 1V employees of major Ports of India under the chairmanship of Sri F.Jeejeebhoy. This committee was supposed to submit its report within six months from its appointment but it is 28 months past the committee has not completed its work. Hence the crying demand in the Dockland 'immediate publication of Jeejeebhoy committee report'.Here also the GOI is guilty of usual

CALCUTTA PORT & DOCK WORKERS' UNION
27B, CIRCULAR GARDEN REACH ROAD
CALCUTTA-23

President :
SRI INDRAJIT GUPTA M.P

REGD.NO.5020

Ref...... *Date*.....

It is only natural that the Capitalist and their henchmen became very much panicky at this militancy of ~~mf~~ the Port &Dock workers of India. Hence the GOI, ICFTU-ITF,PSPleadership saw RED-PHOBIA at this developments and started thinking in terms of eliminating the communists from the Port and Docks.

Accordingly immediatly after the said unprecedented united all India strike the PSP-SP leadership of the federati by dint of their majority excluded the AITUC elements from the negotiation committee and refused affiliation to AITUC unions of Madras and Cochin Port. In Calcutta union (Calcutta Port Sramik Union) which is not affiliated to any central T.U and elements of AITUC,HMS,UTUC were working together i n that united union, the HMS leadership in connivance with the elem -ents of UTUC (Bolshevik Party) eliminated the AITUC elements from the leadership of the Calcutta Port Sramik Union. Thus the P ort workers of Calcutta has been disrupted by the reactionery leadership of the union at the instance ~~mf~~ and for the satisfaction of ICFTU-ITF(Omar Bechu)and S.K.Patil, the then Minister of Transport &Communication,GOI.

As result of such disruptive action of the Leadership of the Union a large number of workers and employees started leaving the Union and forming their sectional committee as alternative to the union. Some ~~pamphlet~~ workers started loosin their faith on tradeunionism itself. At this stage having found no other way to fight the disrupters and unite the workers on and from 24th. August '60 the AITUC elements of the Port & Docks formed a union and registered the same in the name of CALCUTTA PORT & DOCK WORKERS' UNION (Regd.No.5020 This new union within this short period of two months have already ~~xx~~ enrolled membership of little more than TWO thou -sand. It has also been ~~xx~~filiated with AITUC on and from 6th. December'60.

Above I have narrated the most significant an d noteworthy devolopment during the period in question.

There have been some more struggles by the Calcutta Dock workers such as :- 17 days spontaneous strike to protest against the mal-administration and arbitrary actio n of the Calcutta Dock Labour Board/ in 1957.

7 days strike by calcutta Dock work ~~xxxxxxxxxx~~ -ers in 1958 on the demand of 'Haldia anchorage unloading of cargo to be done by registered Dock workers'.

10 days strike in 1960 by Dock workers (Baggers, Stitchers, Salt gangs,etc) on the demand 'Complete decasualisation of all Dock workers'.

During this period of three years

CALCUTTA PORT & DOCK WORKERS' UNION

27B, CIRCULAR GARDEN REACH ROAD
CALCUTTA-23

President:
SRI INDRAJIT GUPTA M.P

REGD.NO.5020

Ref...... *Date*.....

Before I conclude one particuler devopopment deserves particulermention. It is about the Menta Committe report on the functioning and mal-administration of the Calcutta Dock Labour Board. Sri R.L.Mehta was appointed by the GOI to enquire into the allegation of mal-administration of Calcutta Dock Labour Board. Sri Mehta in his report among other thinga recommended dissolution of the Administrative Body of the Calcutta Dock Labour Board. Although the GOI accepted the Mehta Committe report did not direct and force the C.D.LB to dissolve the Administrative Body which is one of most vital demand of the Dock workers of Calcutta.

These are the major devolopments which struck me for noting. Since it is for a long period of 3 years I had to give it from my memory.

Com. Srivastava , please no te that from our last council meeting we have decided to affiliate our union with AITUC and directly with WFTU. We may attend the AITUC conference . So please let me know our next task in this respect so that we complete the formalities before January and attend the conference. You are also requested to furnish some detail information about the formalites for affiliation with W.F.T.U.

Awaiting to hear from you.

With greetings .

Comradely Yours,

(Debkumar Ganguly)
JOINT SECRETARY

P.S

The issues which are agitating the minds of the Port & Dock workers of Calcutta at the moment are - Expedite Jeejeebhoy committee report, Implementation of 2nd Pay commission award and payment of adhoc interim minimum D.A till the Pay commission is fully implemented, Unconditional weekly day of rest with pay for all Dock workers, confirmation of temporary men, Fill up the vacant Posts, Employment of employees sons , Reduce night working hours, special allowence for night work, dissolve administrative body of CDLB , Time rate wage for Piece-rated workers of cargo handling etc. A copy of leaflet issued our union

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Nov 26, 1960

Dear Com.Ganguly,

Please arrange to send us a short note on the major developments in the Ports and Docks and the TU movement, since our Ernakulam session, i.e., during the last three-year period.

We require this note for the review which is being prepared to be submitted to the 26th Session.

Please try your best to send the note - need not be very long - before the 5th December.

With greetings,

Yours fraternally,

(K.G.Sriwastava)

Com.D.K.Ganguly,
Calcutta.

पोर्ट-डक मजदूर-कर्मचारियों की
—विराट सभा—

स्थान—खिदिरपुर ट्राम डिपो के पास बी० आई० मैदान

तारिख और समय—२१ अक्तूबर (शुक्रवार) संध्या समय ५ बजे

वक्ता—इन्द्रजीत गुप्त एम० पी०, जनाब महम्मद इस्माइल, श्रीजौलीमोहन कौल, श्रीसीताराम सिंह तथा यूनियन के दूसरे नेतागण।

—दूसरे पे-कमीशन के फैसले की सुयोग-सुविधाएं पोर्ट और डक मजदूरों को दो। जीजोभय कमीशन के निकलने के पहले ही अस्थायी महंगाई भत्ता और बाकी दे दो।

—जीजोभय कमेटी के फैसले को फौरन निकालना होगा, "ऐड-मिनिस्टेटिव बाड़ी" को रद्द करो।

—मेहता कमेटी का फैसला चालू करो।

—लेबर वोर्ड और पोर्ट कमीशन के मजदूर प्रतिनिधियों को मजदूरों के गुप्त वोट से चुनना होगा।

—भराई, सिलाई, संट, चिपिंग, पेंटिंग, रिगर और वाच मैन वगैरह मजदूरों को रजिस्ट्री करो।

—रात के काम के लिए घंटे में कमी करो और विशेष भत्ता दो।

—लेबर वोर्ड के मातहत मजदूरों को पूरा वेतन पर शर्तहीन साप्ताहिक छुट्टी, फ्री क्वाटर, तथा घर-भाड़ा देना होगा।

—बुढ़ापा के लिए अवसर ग्रहण के ६ महीने पहले नोटिस देनी होगी। अवसर ग्रहण के बाद फौरन मजदूरों का पावना दे दो और इस बारे में विषयता नहीं चलेगी। भिसा-पासपोर्ट के सम्बन्ध में हरान-परेशन कर मजदूरों में फूट डालना बंद करना होगा।

—लेबर बोर्ड के मातहत पहले की कम्पनी के कर्मचारियों को पुरानी नौकरी के लिए अवसरकालीन भत्ता निर्धारण और उक्त रुपये प्रभिडेंट फण्ड में जमा दिया जाय।

प्राइमरी गैंग के टप डाउन मामला सुप्रीम कोर्ट से रद्द करो
ये वसूल करो।

—पोर्ट मजदूरों को प्रचलित पीस रेट के परिवर्तन का प्रस्ताव मजदूरों का मतामत लिये बिना चालू मत करो।

—मेरीन में कम से कम तलब, कानून के मुताबिक साप्ताहिक छुट्टी, बढ़ी दर में वाकी ओवर टाइम। डक मास्टर, मुभिंग मास्टर के मजदूरों की टिफन के वक्त का निर्धारण अथवा दी हुइ स्थायी ओवर टाइम के भत्ते की बढ़ती।

—लेबर बोर्ड के टाली क्लार्कों की तलब का निर्धारण।

—पोर्ट, डक अस्पताल में बेड और एंबुलेंस बढ़ाओ।

—अस्थायी कर्मचारियों को स्थायी करो।

—कर्मचारियों की संतानें को नयी भर्त्ती का मौका दो।

ऊपर की मांगों के अलावा अगणित मांगोंने आज मजदूर-कर्मचारियों में जोरदार असंतोष पैदा किया है। इस का कोई उपाय नहीं होने से विक्षोभ विस्फोट वन जायेगा। लेकिन फूट परस्त तथा गैर जिम्मेदार नेतृत्व द्वारा संचालित आन्दोलन कभी भी सफल नहीं होता। इसका रास्ता एकता ही है। इसी को तैयारी के लिए सभा में हजारों की तादाद में शरीक होइये।

पोर्ट डक मजदूरों की एकता जिन्दाबाद!

निवेदक—

इन्द्रजीत गुप्त एम० पी० (सभापति)
महम्मद इसमाइल (स्थानापन्न सभापति)
देवकुमार गांगुली, प्रशांत दत्त,
महम्मद अक्रम
(संयुक्त मन्त्री)

२७बी सर्कुलर गार्डेन रीच
रोड, कलकत्ता-२३
फोन ४५-१९७९

कलकत्ता पोर्ट और डक वर्कस यूनियन
रजिस्टर्ड नं० ५०२०

सेन्ट्रल प्रिन्टिंग वर्कस, ७६ बहुबाजार स्ट्रीट, कलकत्ता-१२

13-15

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

GOVERNMENT OF INDIA
MINISTRY OF LABOUR AND EMPLOYMENT

Dated New Delhi, the 19/XI/60

287

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 amendments in the Calcutta Dock Workers (Regulation of Employment) Scheme, 1956, the same having been previously published as required by the said sub-section, namely:-

AMENDMENTS

1. This Scheme may be called the Calcutta Dock Workers (Regulation of Employment) Amendment Scheme, 1960.

2. In the Calcutta Dock Workers (Regulation of Employment) Scheme, 1956, hereinafter referred to as the said Scheme, in clause 3, for item (o), the following item shall be substituted, namely:-

"(o) 'registered employer' means a stevedore whose name is, for the time being, entered in the employers' register."

3. In the said Scheme, in sub-clause (1) of clause 15, for item (a), the following item shall be substituted, namely:-

"(a) There shall be a register of employers, deemed to have been registered or registered, under item (b) or item (c), as the case may be."

4. In the said Scheme, in sub-clause (2) of clause 18, for item (i), the following item shall be substituted, namely:-

"(i) Subject to items (ii) to (v), tally clerks who were, on the 8th October, 1956, in permanent employment of -

(i) Shipping Companies; or
(ii) Shipping Agents; or
(iii) Contractors of tally clerks; or
(iv) Stevedores,

on a monthly salary basis shall not be registered, but they can work without being registered:

Provided that the contractors of tally clerks, who were carrying on business as suppliers of tally clerks to vessels on the date aforesaid, shall be allowed such time as the Board may deem adequate to enable them to absorb such of the tally clerks as were in their employment on that date, in permanent employment on a monthly salary basis, and the names of such tally clerks, if already registered, shall be removed from the Reserve Pool register from the date they are absorbed by the contractors on a permanent basis."

[5523(5)/60-Fac]

PD Gaiha

(P.D. Gaiha)
Under Secretary.

To

The Manager,
Government of India Press,
New Delhi.

.a.nil'
'm' 17/11/60

Copy to:-

for Under Secretary.

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

1316

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22 NOV 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 16/11/60

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 Dock Workers (Regulation of Employment) Scheme, 1956, the same having been previously published as required by the said sub-section, namely:-

AMENDMENT

1. This Scheme may be called the Calcutta Dock Workers (Regulation of Employment) Amendment Scheme, 1960.

2. In the Calcutta Dock Workers (Regulation of Employment) Scheme, 1956, 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 work and dock workers in relation to any ship of the Indian Navy."

[522(1)/60-Fac.]

P.D. Gaiha

(P.D. Gaiha)
Under Secretary.

To

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

Copy to:-

Lewari 16/11

for Under Secretary.

'D.A.NIL'
J.S.11/11/60.

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

14 NOV 1960

13.17

ITUC

THE MADRAS HARBOUR WORKERS' UNION

Founded in 1946 - Registration No.429
(Affiliated with A.I.T.U.C. & W.F.T.U)

287

"BHAGAT HOUSE"
1/73, Broadway,
Dated: 11.11. 1960.

To

1. A.P. Ganasekaran,
22, Second Line Beach, Madras - 1.

2. M/s. S.N.Jambulinga Mudaliar,
14-B, Jaffar Syrang Street, Madras - 1.

3. M/s. P. Devarajooloo Naidu & Sons,
24, North Beach Road, Madras - 1.

4. M/s. M. Varatharajulu Naidu & Sons,
Angappa Naicken Street, Madras - 1.

5. M/s. Eastern Marines,
27, Second Line Beach, Madras - 1.

6. M/s. C.K.Balasubramanian,
Anchor Galle, Madras Port Trust, Madras - 1.

7. M/s. D. Rayappan,
32, Jabamalai Madakoil Street, Madras - 13.

8. M/s. K. Arumugam,
Old Time Keeper's Office, M.P.T. Madras - 1.

9. M/s. Indian Biselers,
P.B.No. 1595, 247, China Bazar Road, Madras - 1.

10. M/s. P.V.Shanmugasundaram,
31, Bashya Karl St., Mint Bldg. P.O. Madras - 1.

11. M/s. Modern Transport,
62, North Beach Road, Madras - 1.

12. M/s. New Clearing House,
1, Jaffar Syrang Street, Madras - 1.

13. M/s. Sterlising Construction & Trading CO.,
6, Pachaiappa Hostel Road, Chetpet, Madras.

14. M/s. Western Agencies,
3/25, Edward Elliots Road, Mylapore, Madras - 4.

15. The Conciliation Officer (Central),
8[illegible], Hunters Road, Vepery, Madras - 7.

Dear Sirs,

SUB:- ORE SHORE WORKERS DEMANDS - REDRESSAL - REQUESTED.

We wish to bring to your kind notice the following resolution which was passed in the General Body Meeting of Ore Shore-Workers, held on 29-10-1960 and request you to please take necessary action to concede the just and reasonable demands, which the Union is demanding for a long time.

" RESOLUTION ".

This General Body Meeting of the Ore Shore Workers held on 29-10-1960 resolves to request the Employers of the Ore Shore handling workers who are listed under Madras Unregistered Dock -

p.t.o.

Workers (Regulation of Employment) Scheme 1957 to conceed the following just and reasonable demands which the Union is agitating for a long time in vain.

1. Workers listed under the Madras Unregistered Dock Workers (Regulation of Employment) Scheme 1957, handling shore ore pooled be ~~posted~~ and rotational booking of workers must be arranged immediately as is being done in the Shore Coal Handling. Only listed workers should be given first preference when booking them for work.

2. Three shifts per day :- (1) 6-30 A.M. to 3-3-0 P.M. (2) 3-30 P.M. to 10-30 P.M. and (3) 10-30 P.M. to 5-30 A.M. should be introduced immediately.

3. The following wages should be given to workers:

   i. Mazdoors: Rs. 3-37 per day - per shift.

   ii. Maistries: Rs. 3-87 per day - per shift.

   iii. If the workers are called for work and not booked on particular shift the workers should be paid Rs. 1-50 per shift.

   iv. If the workers are booked for work and the workers are not provided with work for the first two hours of the shift they should be paid half of their respective wages and if the workers are not provided work for more than two hours they should be paid full of their respective wages.

Though the Madras Dock Workers (Regulation of Employment) Scheme is in force, workers listed under the Scheme who were given photo passes do not get regular Employment. In order to provide them regular employment as far as possible, the Union was demanding for a long time to bring into force the rotational Booking.

Since most of the workers are put to untold hardship for want of regular employment, this General Body Meeting request the Employers to bring into force the system of Rotational Booking and conceed the other just demands. If these demands are not conceded before the Jst of December 1960 the Union may be forced to take direct action for the redressal of their demands.

Thanking you,

Yours Truly,

S. J. Langrani

M. Dhanakodi

SECRETARIES.

Copy to:-

1. The Chairman, Madras Dock Labour Board, Madras.
2. The Chairman, Madras Port Trust, Madras - 1.
3. The Executive Officer, Madras Dock Labour Board, Madras.
4. The Secretary, Madras Dock Labour Board, Madras.
5. State Trading Corporation of India (Pte) Ltd., Madras - 1.
6. The General Manager, Southern Railway, Madras - 3.
7. The President & Secretary, Madras Port Coal Employees' Assn., 22, Second Line Beach Road, Madras-1.
8. The Traffic Manager, Madras Port Trust, Madras.
9. Sri K.T.K. Thangamani, M.P.

1 NOV 1960

TEL.No 74968

DOCKYARD LABOUR UNION

(Registration No. 105)

18 P. T. KAMGAR SADAN,
NAWAB TANK ROAD MAZGAON
BOMBAY 10.

Ref. No. DLU/Misc/67/60. Date October 29, 1960.

Shri V.K. Krishna Menon,
Defence Minister,
Government of India,
NEW DELHI.

Sub:- Demand for inquiry into the account of Mazagon Dock Private Ltd.

Sir,

On behalf of the employees of the Mazagon Dock Pvt. Ltd., we submit that an immediate inquiry into the accounts of the Mazagon Dock for the period 1st October 1959 to 31st March 1960, be made to find out the cause of the loss of nearly Rs.20/- lakhs sufferred by the Company.

We have been shown a copy of the unaudited balance-sheet of the Company for the above period, when we were discussing the demand for bonus with the Chairman of the Board of Directors of the Company.

We cannot for a moment believe that the Company could suffer such a huge loss over a period of only six months. For the last several years the Company has always earned good ~~px~~ profits and has been consistantly paying bonus to its employees ranging from 2 months to 3½ months' basic wages for the past 8 or 9 years. It is because of this prosperious position that the Company entered into a three year bonus agreement with our Union by which a bonus of '3½ months' was paid for the years 1957, 1958 and 1959.

.....2

This bonus agreement expired on 30th September 1959 and the Company was taken over by the Government of India from 1st April 1960. Our demand for bonus was from the account of the Company for the period 1st October 1959 to 1st April 1960. It is during this period that the Company has shown a loss of nearly Rs.20/- lakhs.

When during the discussion referred to above, we inquired about the causes of this huge loss, no satisfactory explanation was forthcoming from the Company.

We cannot understand why there should be such a big loss, when the actual turnover of work during the period has been more than the previous period. It should be noted that during the last financial year of the Company ending on 30th September 1959, the Company had earned a net profit of Rs.5/- lakhs after making all necessary allocations and after payments of bonus amounting to nearly Rs.12/- lakhs.

Why then should the Company suffer this big loss suddenly on the eve of its being taken over by the Govt. of India? It is very urgent and necessary that a thorough inquiry into this matter be made and those responsible for these alleged losses should be brought to book. We demand this not merely from the point of view of bonus to the employees, but also in the interest of public good.

On behalf of the employees of Mazagon Dock, we assure you of our fullest co-operation in such an inquiry. We understand that some of the former officials of the Company who were in charge of the accounts for the above period are about to leave the country. We strongly urge that they should be called upon to give a satisfactory explanation of these losses before they are allowed to leave the Company.

....3

We earnestly hope and trust that you will immediately look into the matter and take immediate steps for instituting a full inquiry into the matter as requested by us.

Thanking you,

Yours faithfully,

S. Y. Kolhatkar

(S. Y. Kolhatkar)
General Secretary.

Copy to:

1) Chairman, Board of Directors,
Mazagon Dock Pvt. Ltd.

2) Shri Y.B. Chavan,
Hon. Chief Minister,
Maharashtra State.

3) Managing Director,
Mazagon Dock Pvt. Ltd.

4) Shri S.V. Parulekar,
M.P.,
Member, Public Accounts Committee,
NEW DELHI.

5) Shri S.A. Dange,
M.P.,
General Secretary,
All India Trade Union Congress.

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Will the Minister of Defence be pleased to State if it is fact that the owners of Mazgaon Docks, Bombay, have shown a loss of about Rs. 20 lakhs for the year ending 31st March, 1960 and if so, what repurcussions, if any, it will have on its being taken over by the Government of India.

Give to Gopal Krishna

287

Oct 7, 1960

Dear Com.Kolhatkar,

Thank you for your letter of Sept. 23 on the exemption of Mazagon Dock from the ESI Act. We regret the delay in reply.

We have taken up the matter with the Defence Minister and will write to you when a reply is received.

A question has also been tabled in the Lok Sabha and I hope this will come up early in the next session.

With greetings,

Yours fraternally,

KGS

(K.G.Sriwastava)

Com.S.Y.Kolhatkar,
General Secretary,
Dockyard Labour Union,
Bombay

TEL. NO. 74968

DOCKYARD LABOUR UNION

(Registration No. 105)

18 P. T. KAMGAR SADAN,
NAWAB TANK ROAD MAZGAON
BOMBAY 10.

Ref. No. DLU/Misc/59/60. Date September 23, 1960.

Dear Comrade Srivastav,

I am enclosing herewith copy of our letter to the Defence Minister, on the question of exemption of Mazagon Dock from the E.S.I. Act. The letter is self-explanatory. Please take up the matter with the Labour Minister or Defence Minister as you think fit. It may also be referred to in the Labour Conference if occasion arises.

Please let me know what is being done at an early date.

Greetings,

Yours fraternally,

C. Kalloodkar

for (S. Y. Kolhatkar)
General Secretary.

I feel a representation to the Defence Minister on the question

Com. K.G. Srivastav,
Secretary, A.I.T.U.C.,
4 Ashok Road, NEW DELHI.

TEL. No 74968

DOCKYARD LABOUR UNION

(Registration No. 105)

18 P. T. KAMGAR SADAN.
NAWAB TANK ROAD MAZGAON
BOMBAY 10.

Ref. No. DLU/Misc/54/60. Date September 8, 1960.

Hon. V.K. Krishna Menon,
Minister of Defence,
Government of India,
NEW DELHI.

Sub:- Exemption of Mazagon Dock Private Ltd., from E.S.I. Act 1948.

Dear Sir,

On behalf of all the employees of Mazagon Dock Private Ltd., we beg to submit the following for your very urgent consideration.

The Employees State Insurance Scheme was made applicable to all factories in Greater Bombay from 2nd October 1955. Since that time Mazagon Dock Private Ltd., was a covered factory under the Employees State Insurance Act 1948 and the employees of Mazagon Dock were getting all the benefits provided for under the E.S.I. Scheme.

On 14th May 1960 Mazagon Dock Private Ltd., became a National Establishment under the Ministry of Defence.

From the month of July 1960 the deduction from the pay of workers towards Employees' State Insurance Scheme has been suddenly stopped and we have been unofficially informed that the Government of India has exempted Mazagon Dock Private Ltd. from the operation of the E.S.I. Act with effect from 1st April 1960.

.....2

Before taking this decision neither the employees of the concern nor the recognised Union which represents them has either been consulted or taken into confidence as regards the reasons which prompted the Government to take the above decision. When enquiries were made with Management of the Mazagon Dock, they also pleaded complete ignorance about the same. Evidently the Government of India has not considered it necessary to take either Management of Mazagon Dock or its employees also into confidence in regard to this matter.

In this situation the undersigned who is also member of the E.S.I. Corporation raised this matter at the meeting of the Corporation which was held at New Delhi on 23rd August 1960. The Director General of the E.S.I. Corporation informed the undersigned that the decision as regards exemption of Mazagon Dock was taken as on the basis of a notification issued by the Government of India under Section 90 of the E.S.I. Act. This notification which was issued by the Government of India sometime in 1954 or 55, exempted all establishments under Ministry of Defence from the operation of the E.S.I. Act.

It is worth noting that while the obvious purpose of the above notification was exclusion of the Defence establishments from the E.S.I. Act, from the very beginning the same notification is now used to exempt a factory to which the E.S.I. Act has been made applicable for the last 5 years.

It is true that Section 90 of the Act empowers the appropriate Government to exempt any establishment belonging to the Government from the operation of the E.S.I. Act, but the same section also lays down further, that in such establishments the benefits enjoyed by the workers should be comparable to or better than those provided under the Act.

.....3

We beg to submit that that before taking the above decision in respect of Mazagon Dock, the Government of India ought to have satisfied itself about this important proviso made in the above section. We regret to say that Government of India has not given any thought whatsoever to this vital question. It appears that no attempt has been made to see whether the benefits that would be available to the employees of Mazagon Dock after its exemption from the E.S.I. Act would be comparable or even superior to those available under the E.S.I. Scheme. Even a cursory examination of the matter would have shown that the benefits that would be available to their workers now would be far inferior to those which they were getting under the Act.

To clarify this matter beyond doubt, we shall give a few instances.

Under the E.S.I. Scheme an employee can get sick leave with half average pay for 56 days in a year. Under the service conditions of Mazagon Dock, he will get sick leave with half pay for only 15 days in year. Under the E.S.I. scheme a worker suffering from T.B., Leprosy, Cancer or mental illness will get sickness benefit with half pay for 56 days and in addition further sickness benefit with ½ pay for 309 more days. Under the Mazagon Dock rules, he cannot hope to get any of these benefits. Similarly in the case of employees who become totally invalid or who die as a result of employment injury, the E.S.I. Scheme provides for a life pension at half the average pay to the employee or his family, whereas under the Mazagon Dock service conditions, he can get a lump sum under the Workmen's Compensation Act. Moreover the E.S.I. scheme is likely to be extended to the families of the insured workers from next year in Greater Bombay and the Mazagon Dock workers cannot hope to get this benefit under the present terms of service.

All this will show that after exemption from the E.S.I. Act, the employees of Mazagon Dock will <u>not</u> be in receipt of benefits substantially similar to or superior to the benefits which they were getting under the E.S.I. Act.

....4

It is thus crystal clear that before taking this decision, Government has not given any thought to the above proviso in Section 90 of the E.S.I. Act. We are therefore unable to understand the reasons on the basis of which the above decision has been taken.

We feel that before taking this decision the Government ought to have asked the Management to take steps t to provide substantially similar or superior benefits than those provided under the E.S.I. Act to Mazagon Dock employees. The least that they could have done was to consult the recognised Union in regard to this important vital matter prejudicially affecting the employees of Mazagon Dock. But we regret to state that this has not been done.

We therefore strongly urge that either immediate steps should be taken to enhance the benefits of employees so as to bring them on a par with E.S.I. benefits or the decision to exempt Mazagon Dock from E.S.I. Act should be urgently reconsidered. It is unfair to deprive the employees of existing benefits under the Act, without providing for similar benefits under their service conditions as laid down in E.S.I. Act.

The employees of Mazagon Dock are considerably agitated over this matter and we therefore earnestly request you to give urgent consideration to this matter. We strongly hope that you will favour us with an early reply.

Yours faithfully,

S.Y. Kolhatkar

/S.Y. Kolhatkar/
General Secretary.

Copy to:

1) The Managing Director,
Mazagon Dock Pvt. Ltd.
2) The Chairman, Board of
Directors, Mazagon Dock
Pvt. Ltd.
3) Shri Gulzarilal Nanda,
Chairman,
Employees State Insurance Corporation.
4) Shri S.A. Dange, M.P.,
General Secretary,
All India Trade Union Congress.

C.-3

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No. 2673

7 10 60
C.T.O.
NEW DELHI

INDIAN POSTS AND TELEGRAPHS DEPARTMENT

Received here at——H.——M.

0 OG AB 312 BOMBAY 7 SECRETARY ALL INDIA TRADE UNION ~~CONGRS~~
CONGRESS NEWDELHI.

MAZAGAON DOCK EMPLOYEES DEPRIVED OF E S I BENEFITS NO REPLY
TO OUR LETTER WAORKERS EXTREMELY AGITATED REQUEST IMMEDIATE INTERVENTION.
KOLHATKAR DOCKYARD LABOUR UNION.

D/-T 21/55. MISHRA.

This form must accompany any enquiry respecting this telegram.

13·20

PHONE : 55729.

THE MADRAS HARBOUR WORKERS' UNION

FOUNDED IN 1946 - REGISTRATION No. 429

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

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

Ref. No. DB/C/228/60

Date, 4th October 1960.

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The Chairman,
Madras Dock Labour Board,
Madras. ..... (1)

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

The President,
Administrative Body,
Madras Dock Labour Baord,
Madras. ..... (3)

The Hon'ble Dr. P. Subbaroyan,
Minister for Transport and Communications,
Government of India, NEW DELHI. ..... (4)

The Hon'ble Shri Gulzarilal Nanda,
Minister for Labour,
Government of India, NEW DELHI. ..... (5)

The Chief Labour Commissioner (Central)
Government of India,
NEW DELHI. ..... (6)

The Conciliation Officer, (Central)
Government of India,
Ministry of Labour,
2/8, Hunter Road, Vepery, Madras. ..... (7)

Dear Sir,

Sub:- M.D.L.B. - Implementation of the Recommendations of the Second Pay Commission,
(d) In regard to Salary, D.A. and H.R.A & C.A. Paid to

Ref: (i) Resolution No: 86 of 4th Board Meeting of 1957-58 of the Madras Dock Labour Board held on 14th March 1958.
(ii) Resolution No: 34 of 2nd Board Meeting of 1958-59 of the Madras Dock Labour Board held on 8th September 1958.

****

We wish to bring to your kind notice the following urgent matters in the firm conviction that you will be pleased to do the needful at an early date and oblige.

(1) STAFF OF THE MADRAS DOCK LABOUR BOARD:

By Resolution No. 86 of the 4th Board meeting of 1957-58 of the Madras Dock Labour Board held on 14th March 1958 it was resolved that the Interim Allowance in D.A. recommended by the Second Pay Commission shall be given effect to in regard to the Staff of the Madras Dock Labo Board.

Now that the recommendations have already been made and accepted the Government of India, the wages, D.A, H.R.A, and compensatory allow in so far as they are an improvement on the existing posit should be given effect to. This should be with retrospective effect f 1st July 1959. The arrears under various heads should be paid in a lu sum at an early date.

(2) SARANGS UNDER THE MADRAS DOCK LABOUR BOARD:

Sarangs like all other Stevedore workers were covered by Resolut No.34 of the 2nd Board Meeting of the Madras Dock Labour Board held on 8th September 1958. But unlike other categories of Stevedore workers, were not under any piece-rate scheme of payment by results.

Therefore the interim allowance of Rs.5/- should have been contin for Sarangs from 1st March 1958 upto 30th June 1959. Therefore the D. Rs. 10/- per mensum should have been paid and should still continue to paid. This has not been done.

We therefore demand the arrears of Interim Allowance at Rs. 5/- p mensum for Sarang from 1st March 1958 to 30th June 1959 ie, for 18 mor aggregating to a sum of Rs. 90/- from 1st July 1959 till date i.e. for period of 4 months at Rs. 10/- per mensum = Rs. 40/-. Therefore the arrears in D.A. = Rs. 90+40=Rs. 130 should be paid to each Sarang and of Rs. 10 per mensum should be paid to them from now onwards.

(3) Tally-Clerks under the Madras Dock Labour Board:

Tally-Clerks started working from 1st March 1958. They were nev under any Piece-rate scheme of payment by results. Time and again we this question that each time it was banked.

Tally-Clerks are entitled to the Interim allowance of Rs.5/- per mensum for the period 1st March 1958 upto 30th June 1959 i.e. for a p of 18 months and so are entitled to the arrears = Rs. 5X18=90 from 1s 1959 to date that is for a period of 4 months they are entitled to a of Rs. 10/- per mensum and so the arrears of D.A. = Rs. 40/-

In all therefore, Tally-Clerks are entitled to Rs. 90 + 40 = Rs. This sum should be paid to each Tally-Clerk under the Madras Dock Lab Board and from now on they should be paid a D.A. of Rs. 10/- per mens

(4) D.A. to Reserve Pool Workers:

The D.A. of Rs. 10/- per mensum should be paid to Reserve Pool W when they work on time-rate and not on piece-rate. This should be do with effect from 1st July 1959 as recommended by the Second Pay Commi

We hope and trust that early steps would be taken to concede th aforementioned just demands and oblig

पूजा के पहले ही पोर्ट और डक में बाकी समेत अतिरिक्त भत्ते की मांग

पे-कमीशन की सिफारिशें अमल में लाने की मांग पर पोर्ट और डक वर्कर्स यूनियन की मांग

दूसरे पे-कमीशन की सिफारिशों के मुताबिक पोर्ट और डक मजदूरों को बढ़ी दर में भत्ता देने तथा १९५९ ई. के जुलाई महीने से हिसाब कर यह रुपया पूजा के पहले देने के लिए कलकत्ता पोर्ट और डक वर्कर्स यूनियन की तरफ से श्री इन्द्रजीत गुप्त एम. पी ने एक बयान दिया है।

अपने बयान में श्री गुप्तने कहा है कि कलकत्ता पोर्ट कमीशनर तथा कलकत्ता डक लेबर बोर्ड के कर्मचारी सीधे केन्द्रीय सरकार के मातहत के कर्मचारी नहीं होने पर भी केन्द्रीय सरकार के कर्मचारियों को जो वेतन और भत्ता दिया जाता है वही पोर्ट और डक कर्मचारियों को भी देने का रिवाज सा बन गया है। पहले पे-कमीशन की सिपारिशों के अनुसार पोर्ट कर्मचारियों के वेतन में संशोधन की मांग पर १९४७ ई० में उनकी ऐतिहासिक और लम्बी लड़ाई के बाद यह मंजूर हुआ था। बाद में केन्द्रीय सरकार के कर्मचारियों के भत्ते में बढ़ती किये जाने पर वह बढ़ती पोर्ट और डक में भी लागू की गई थी।

लेकिन इसके बावजूद सिर्फ डेढ़ साल पहले लोकसभा में उस वक्त के परिवहन मंत्री श्री एस० के० पातिल द्वारा दूसरे पे कमिशन की सिफारिशें पोर्ट में लागू करने का वादा करने पर भी जी० जी० भाई कमेटी ने अपनी रिपोर्ट नहीं दी इसी बहाने से यह अमल में नहीं लाया गया। लेकिन जी० जी० भाई कमेटी को रिपोर्ट देने में अभी भी कुछ समय लगेगा तथा इस कमेटी का उदेश्य स्तर दर्जावारी ठीक करना है इस लिए इसका काम

दूसरा है। इस लिए जो० जी० भाई की रिपोर्ट निकलने तक मौजूदा तलब की दर से बढ़ा हुआ भत्ता क्यों नहीं दिया जायगा -- यह दलील कुछ समझ में नहीं आती।

कलकत्ता पोर्ट और डक वर्कर्स यूनियन की तरफ से इस बारे में सम्बन्धित मंत्रालय के दफ्तर में एक स्मारक पत्र भी तार द्वारा भेजा गया है तथा १९५९ ई० के जुलाई महीने से जिस तरह केन्द्रीय सरकार के कर्मचारियों के ऊपर लागू किया गया है उसी तरह पोर्ट और डक के कर्मचारियों को भी उसी समय से वह बढ़ा हुआ भत्ता देना पड़ेगा और पूजा के पहले देना होगा।

यूनियन की तरफ से अधिकारियों से निवेदन करते हुए श्री गुप्तने कहा है कि इस बारे में अब देरी करना ठीक नहीं तथा जो मजदूर राष्ट्रीय अर्थनीति में एक महत्वपूर्ण भूमिका का पालन कर रहे हैं उनका असंतोष बढ़ने नहीं दिया जाना चाहिए।

पश्चिम बंगालके दूसरे-दूसरे सौदागरी आफिसों के समान पोर्ट और डक के कर्मचारियों को पूजा के पहले कोई बोनस नहीं मिलता। यूनियन की सलाह मान लेने तथा पूजा के पहले यह रूपया देने से उत्सव के समय इससे कर्मचारियोंके खर्च का बोझ हलका होगा और उनको मदद मिलेगी।

[पोर्ट और डक मजदूरों की जानकारी के लिए प्रचारित।]

श्रीदेवकुमार गांगुली
श्रीप्रशान्त दत्त
महम्मद आक्राम
मंत्री
कलकत्ता पोर्ट और डक वर्कर्स यूनियन

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सेंट्रल प्रिन्टिंग वर्कर्स, ७६ बहुबाजार स्ट्रीट, कलकत्ता-१२

पोर्ट और डक मजदूरों का एकजुट आन्दोलन संगठित कीजिये

कलकत्ता पोर्ट और डक मजदूर यूनियन का निवेदन

कलकत्ता पोर्ट और डक मजदूरों के आन्दोलनों का एक शानदार इतिहास है। बहुत सी बाधाओं और दिक्कतों को पार कर, अत्याचार और अपमान के आमने-सामने खड़े होकर बार-बार उन्होंने लड़ाई की है और उसमें विजयी हुए हैं। लेकिन पोर्ट और डक के मजदूर कर्मचारियों का आन्दोलन आज किस स्तर पर है?

सिर्फ दो साल पहले पोर्ट और डक के मजदूर कर्मचारियों ने नौकरी की तरक्की, तलब की दर बदलने तथा एक ही तरह के काम के लिए तलब में जो फरक हैं उसे दूर करने की मांग पर एकजुट आन्दोलय किया है।

दस दिन के रक्तरंजित आन्दोलन के बाद भारत सरकार ने जब मांगों पर हमदर्दी से सोचने का वादा किया तो हड़ताल समाप्त कर दी गई। श्री जी० जी० भय के सभापतित्व में मजदूरों के प्रतिनिधियों को लेकर एक कमेटी कायम की गई। कमेटी विभिन्न कामों को दर्जेवारी का गठन और श्रेणी विभाजन कर प्रथम पे-कमीशन के मुताबिक, सरकारी कर्मचारियों की तलब की दर के साथ मेल रख कर तलब को ठीक करेगी यह तय हुआ था। कमेटी का यह काम ६ महीने के अन्दर करने की बात थी।

पर दो साल बीत गये कमेटी की रिपोर्ट निकलने का कोई लक्षण ही नजर नहीं आता। इसी बीच दूसरे पे-कमीशन ने अपनी शिफारिशों की घोषणा कर दी है। सरकारी फैसला भी निकल गया। पोर्ट और डक मजदूरों के लिए चौधरी कमीशन की बनिस्पत अगर किसी बारे में कोई अच्छी सिफारिश दूसरे पे-कमीशन में हुई तो सरकार उसे पोर्ट और डक में लागू करेगी यह वादा किया था। इस वादे के बावजूद पोर्ट अधिकारी श्री जी० जी० भय कमेटी की रिपोर्ट न निकलने तक कुछ भी करना नहीं चाहते। दूसरी तरफ ट्रांसपोर्ट मन्त्री डा० सुब्बारायन के ख्याल के मुताबिक जी० जी० भय कमेटी की रिपोर्ट निकलने में और भी एक साल की देरी होगी।

ठीक इसी तरह डक मजदूरों की मांगों की भी उपेक्षा की जा रही है। डक में आडमिनिस्ट्रेटिव बड़ी के कामों की जांच करने के लिए केन्द्रीय सरकार ने मेहता कमेटी का गठन किया। मेहता कमेटी की रिपोर्ट निकलने के बाद [illegible] हलदिया पोर्ट की समस्याओं का समाधान आज भी नहीं हुआ।

पोर्ट और डक मजदूरों के एकजुट आन्दोलन की कमी से ही अधिकारियों के लिए ऐसा रुख अख्तियार करना संभव हुआ है। इसके लिए अखिल भारतीय पोर्ट और डक फेडरेशन तथा कलकत्ता पोर्ट श्रमिक यूनियन के नेता ही बुनियादी तौर पर जिम्मेदार हैं। बार-बार निवेदन करने के बावजूद कोचीन, मद्रास और कलकत्ता बन्दरों की कतिपय जंगी यूनियनों को फेडरेशन के अन्दर शामिल नहीं किया गया। नतीजा है कि फेडरेशन को विभिन्न ट्रेड यूनियनों के एकजुट संगठन के रूप में बदलना संभव नहीं है। पोर्ट श्रमिक यूनियन ने एक तथाकथित सम्मेलन में बहुमत संख्यावाले मजदूरों को प्रतिनिधित्व से वंचित कर दिया। काफी दिनों के तपेतपाये नेताओं को जिन्होंने यूनियनों का गठन, इम्पलाइज यूनियन और मजदूर पंचायतों का एकत्रीकरण, तथा पोर्ट मजदूर आन्दोलन के लिए जिन्होंने जेल की सजायें काटी हैं तथा नौकरी से भी बर्खास्त कर दिये गये हैं, उनको यूनियन से भगा कर आम मजदूरों के लिए दरवाजा बन्द कर दिया गया। यूनियन से जनतन्त्र को भगा कर भविष्य में गद्दी छीने जाने के डर से छुटकारा पाकर वे मजदूर-हित-विरोधी निरंकुश राज चलाने लगे।

डक में भी आज कोई ऐसी यूनियन नहीं है जिसे सभी मजदूरों का विश्वास प्राप्त हो। यूनियनें मजदूरों को एकजुट करने के बदले मजदूरों को मजदूरों के विरुद्ध भड़का रही हैं और मजदूरों के हितों की रक्षा करने में बिलकुल असफल हुई हैं। फलस्वरूप अधिकांश मजदूर कर्मचारी आज किसी भी यूनियन के सदस्य नहीं है।

ऐसी हालत में पोर्ट और डक मजदूरों का एकजुट आन्दोलन चलाने के लिए एक संगठन का कायम किया जाना जरूरी हो गया था और इसी मकसद से कलकत्ता पोर्ट और डक वर्कर्स यूनियन का गठन किया गया है।

कलकत्ता पोर्ट और डक वर्कर्स यूनियन ने नीचे लिखी मांगें हासिल करने के लिए आन्दोलन शुरू किया है :—

(१) दूसरे पे-कमीशन की सिफारिशों के मुताबिक महंगाई भत्ता और दूसरे भत्ते फौरन चालू करने होंगे तथा

कलकत्ता पोर्ट और डक वर्कर्स यूनियन की नीति के बारे में बयान

कलकत्ता पोर्ट और डक के मजदूर अतीत में बहुत से एकजुट आन्दोलन की शानदार भूमिका अदा कर आज फूट के दलदल में फंसे हैं। मजदूर-कर्मचारियों में बहुत-सी यूनियनें हैं लेकिन एकता की भावना गायब हो गई है। सिर्फ फूट के ही कारण आज बड़ी-बड़ी सफलताएं हासिल करना मुश्किल हो गया है।

बदकिस्मती की बात है कि पोर्ट और डक की यूनियनें मजदूर-कर्मचारियों के हितों की रक्षा के लिए एकजुट मोर्चा बना कर आन्दोलन करने के बजाय मजदूर-कर्मचारियों में फूट पैदा करने की कोशिश कर रही हैं। नतीजा यह हो रहा है कि मजदूर आज किसी भी यूनियन पर विश्वास नहीं कर पा रहे हैं। मजदूर संगठनों में अजनतान्त्रिक तरीके ने एक खतरनाक हालत पैदा कर दी है। आजकल ट्रेड यूनियन नीति में अविश्वास की भावना दिखाई पड़ रही है। इसका नतीजा काफी दूर तक फैल रहा है।

इन तमाम कुलक्षणों को बंद करने के लिए मजदूर-कर्मचारियों को संगठित कर एकजुट ताकत के प्रति उनमें विश्वास फिर से पैदा कर ठोस जनतान्त्रिक ट्रेड यूनियन संगठन कायम करना आज बिलकुल जरूरी है।

इसी उद्देश्य को पूरा करने के लिए कलकत्ता पोर्ट और डक श्रमिक यूनियन का गठन किया गया है। इसकी बुनियादी मंजिल होगी पोर्ट और डक के मजदूरों को एक करने के लिए लगातार आन्दोलन करना। इसका कार्यक्रम होगा मजदूरों के हितों की रक्षा करना तथा आर्थिक मांगे हासिल करने के लिए मजदूर-कर्मचारियों को एकजुट करना। पोर्ट और डक की दूसरी यूनियनों के साथ दुश्मनी की भावना नहीं बल्कि साफ-साफ कार्यक्रम की बुनियाद पर एकजुट आन्दोलन ही इस यूनियन का खास नारा होगा।

कलकत्ता पोर्ट और डक वर्कर्स यूनियन स्थापना के साथ ही साथ पोर्ट और डक की दूसरी यूनियनों से निवेदन करती है कि युक्त कमेटी का गठन कर मजदूर-कर्मचारियों के हितों की रक्षा के लिए तथा फौरी मांगे हासिल करने के लिए एकजुट-आन्दोलन किया जाय।

इस यूनियन को आशा है, पोर्ट और डक मजदूरों के हितों की रक्षा के लिए जनतान्त्रिक तरीके की बुनियाद पर बहुत जल्दी ही ट्रेड यूनियन की बुनियादी नीति के मुताबिक एक उद्योग में एक ही यूनियन कायम करना संभव होगा।

पोर्ट और डक श्रमिक यूनियन विभिन्न सेक्शनों के मजदूर-कर्मचारियों से सेक्शन कमेटी क़ायम करने की बुनियाद पर एकजुट होने का निवेदन करती है। मजदूर-कर्मचारियों के हितों की रक्षा के लिए निःस्वार्थ-भाव से काम करने की अगुवई और विश्वास प्राप्त कार्यकर्त्ताओं को लेकर—वे चाहे किसी भी यूनियन के सदस्य क्यों न हों—सेक्शन कमेटियां कायम करनी होगी। यह यूनियन मौजूदा सेक्शन कमेटियों को तथा भविष्य में जो सेक्शन कमेटियां बनेंगी, उनको हर तरह से मदद देने का वादा करती है। आम मजदूर-कर्मचारियों के हितों की रक्षा करना इस यूनियन का उद्देश्य है इसलिये इस यूनियन के साथ किसी सेक्शन कमेटी का कोई विरोधी नहीं और विरोध का होना संभव भी नहीं।

* पोर्ट-डक वर्कर्स यूनियन जिन्दाबाद !

* पोर्ट और डक मजदूरों की एकता जिन्दाबाद !

पर वसूल करनी होगी तथा जी० जी० भय कमेटी की रिपोर्ट निकलने के बाद पूरा पूरा अदा कर देना होगा। डक के मजदूर-कर्मचारियों पर भी यह व्यवस्था लागू करनी होगी।

(२) जी० जी० भय कमेटी की रिपोर्ट जल्दी निकालनी होगी तथा जिन तमाम मजदूर कर्मचारियों ने सुनवाई के लिए दर्खास्त दी है उनमें से किसी को भी सुनवाई से वंचित नहीं करना होगा।

(३) मेहता कमेटी की रिपोर्ट फौरन अमल में लानी होगी।

(४) हलदिया पोर्ट में कण्ट्राक्टर प्रथा रद्द कर रजिस्ट्री शुदा मजदूरों की भर्ती करनी होगी।

(५) पोर्ट कमीशन और डक लेबर बोर्ड में मजदूरों के प्रतिनिधियों का चुनाव बैलेट वोट द्वारा करना होगा।

यूनियन पोर्ट और डक के मजदूरों से अपील करती है कि काफी संख्या में यूनियन के सदस्य बन जांय।

सभापति : इन्द्रजीत गुप्त, एम० पी०

१-९-६० स्थानापन्न सभापति : महम्मद इसमाइल

संयुक्त मंत्री : देवकुमार गांगुली,
प्रशांत दत्त,
महम्मद अकरम

गणशक्ति प्रिन्टर्स (प्राइवेट) लि०, कलकत्ता-१६

পূজার পূর্বেই পোর্ট ও ডকে বকেয়াসহ অতিরিক্ত ভাতা প্রদানের দাবি

পে-কমিশনের সুপারিশ কার্যকরী করার দাবিতে পোর্ট ও ডক ওয়ার্কার্স ইউনিয়নের বিবৃতি

দ্বিতীয় পে-কমিশনের সুপারিশ অনুযায়ী পোর্ট ও ডক শ্রমিকদের বর্দ্ধিত হারে ভাতা প্রদান করিবার এবং ১৯৫৯ সালের জুলাই মাস হইতে হিসাব করিয়া উক্ত অর্থ পূজার পূর্বেই প্রদানের জন্য কলিকাতা ডক এণ্ড পোর্ট ওয়ার্কার্স ইউনিয়নের পক্ষ হইতে শ্রীইন্দ্রজিৎ গুপ্ত এম. পি. এক বিবৃতি দিয়াছেন।

বিবৃতিতে শ্রীগুপ্ত বলিয়াছেন, কলিকাতা পোর্ট কমিশনার্স এবং কলিকাতা ডক লেবার বোর্ডের কর্মচারীবৃন্দ সরাসরিভাবে কেন্দ্রীয় সরকারের অধীনস্থ কর্মচারী না হইলেও কেন্দ্রীয় সরকারী কর্মচারীদের যে বেতন ও ভাতা প্রদান করা হয় তাহা পোর্ট ও ডকের কর্মচারীদেরও প্রদান করা এখন রেওয়াজে পরিণত হইয়া গিয়াছে। প্রথম পে-কমিশনের সুপারিশ অনুযায়ী পোর্ট কর্মচারীদের বেতনের সংশোধনের দাবিতে ১৯৪৭ সালে তাঁহাদের ঐতিহাসিক ও দীর্ঘ সংগ্রামের পর তাহা স্বীকৃত হয়। পরবর্তীকালে কেন্দ্রীয় সরকারী কর্মচারীদের ভাতা বৃদ্ধি করা হইলেই উহা পোর্ট ও ডক কর্মীদের ক্ষেত্রেও প্রয়োগ করা হইয়াছে।

কিন্তু ইহা সত্ত্বেও এবং মাত্র দেড় বৎসর পূর্বে লোকসভার তদানীন্তন যানবাহন মন্ত্রী শ্রীএস, কে, পাতিল দ্বিতীয় পে-কমিশনের সুপারিশ পোর্টের ক্ষেত্রেও প্রয়োগের প্রতিশ্রুতি প্রদান করা সত্ত্বেও জিজিভাই কমিটি রিপোর্ট প্রদান করেন নাই এই অজুহাতে ইহা কার্য্যকরী করা হয় নাই। কিন্তু জিজিভাই কমিটির কাজ শেষ করিতে এখনও কিছু সময় লাগিবে এবং এই কমিটির উদ্দেশ্য —স্তর ও শ্রেণী বিন্যাস সাধন হওয়া, ইহার কাজ ভিন্ন ধরণের সুতরাং জিজিভাই

কমিটির রিপোর্ট সাপেক্ষ বর্ত্তমান বেতনের হারের ভিত্তিতে বর্দ্ধিত ভাতা কেন এখনই প্রদান করা হইবেনা তাহার কোন যুক্তি নাই।

কলিকাতা পোর্ট এণ্ড ডক ওয়ার্কাস ইউনিয়নের পক্ষ হইতে এই বিষয়ে সংশ্লিষ্ট মন্ত্রিদপ্তরে এক স্মারকলিপি ও তারবার্ত্তা প্রেরণ করা হইয়াছে এবং ১৯৫৯ সালের জুলাই মাস হইতে যেরূপ কেন্দ্রীয় সরকারী কর্মচারীদের ক্ষেত্রে কার্যকরী করা হইয়াছে, সেইরূপ পোর্ট ও ডক কর্মীদের ক্ষেত্রেও উক্ত সময় হইতেই বর্দ্ধিত ভাতা দিতে হইবে এবং এই অর্থ পূজার পূর্ব্বেই প্রদান করিতে হইবে।

ইউনিয়নের পক্ষে শ্রীগুপ্ত পুনরায় কর্তৃপক্ষের নিকট আবেদন জানাইয়া বলিয়াছেন যে বিষয়টি সম্পর্কে যেন আর দেরী না করা হয় এবং যে শ্রমিকেরা জাতীয় অর্থ নীতিতে এক গুরুত্বপূর্ণ ভূমিকা পালন করিতেছেন তাঁহাদের অসন্তোষ যেন আর বৃদ্ধি না করা হয়।

পশ্চিমবঙ্গের অন্যান্য সওদাগরী অফিসের ন্যায় পোর্ট ও ডকের কর্মচারিগণ পূজার পূর্বে কোন বোনাস পান না। ইউনিয়নের পরামর্শ গ্রহণ করা হইলে এবং পূজার পূর্ব্বেই উক্ত অর্থ প্রদান করা হইলে তাহা উৎসব উপলক্ষ্যে কর্মচারীদের ব্যয়ভার বহনে সাহায্য করিবে।

[কলিকাতা পোর্ট ও ডক শ্রমিকদের জ্ঞাতার্থে প্রচারিত],

শ্রীদেবকুমার গাঙ্গুলী,
শ্রীপ্রশান্ত দত্ত,
মহম্মদ আক্রাম
যুগ্ম সম্পাদক

৭।৯।৬০

কলিকাতা পোর্ট এণ্ড ডক ওয়ার্কার্স ইউনিয়ন

সেনট্রাল প্রিন্টিং ওয়ার্কস, ৭৬, বিপিন বিহারী গাঙ্গুলী ষ্ট্রীট, কলিকাতা-১২

কলিকাতা পোর্ট ও ডক ওয়ার্কার্স ইউনিয়নের নীতি বিষয়ক বিবৃতি

কলিকাতা পোর্ট ও ডকের শ্রমিক কর্মচারী অতীতের বহু ঐক্যবদ্ধ আন্দোলনের গৌরবোজ্জ্বল ভূমিকা গ্রহণ করিয়া আজ দ্বিধা-বিভক্ত। শ্রমিক-কর্মচারীদের মধ্যে অনেকগুলি ইউনিয়নই বর্তমান; কিন্তু একতা আজ বিলুপ্ত। একমাত্র অনৈক্যই বর্তমানে সর্ববৃহৎ আন্দোলনের সুফল লাভের সংগ্রহের পথে প্রতিবন্ধক সৃষ্টি করিয়াছে।

দুর্ভাগ্যক্রমে পোর্ট ও ডকের ইউনিয়নগুলি শ্রমিক-কর্মচারীর স্বার্থ রক্ষার জন্য ঐক্যবদ্ধ মোর্চা গঠন করিয়া আন্দোলন করার নীতি গ্রহণের পরিবর্তে বিভেদমূলক পদ্ধতি গ্রহণ করিয়াছে। ফলে অধিক সংখ্যক শ্রমিক কর্মচারীই আজ কোন ইউনিয়নের প্রতিই আস্থা রাখিতে পারিতেছেন না। শ্রমিক সংগঠনগুলির মধ্যে অগতান্ত্রিক কার্য্য পদ্ধতি এক ভয়াবহ পরিস্থিতির উদ্ভব করিয়াছে। বর্তমানে ট্রেড ইউনিয়ন সংগঠন ও আন্দোলনের প্রতিই অনাস্থার ভাব দেখা যাইতেছে। ইহার ফলাফল ভয়ঙ্কর ও সুদূর প্রসারী।

এই সমস্ত কুলক্ষণগুলি বন্ধ করিতে হইলে শ্রমিক কর্মচারীদের সংগঠিত করিয়া, ঐক্যবদ্ধ শক্তির প্রতি আস্থা ফিরাইয়া আনিয়া, সুস্থ ও গণতান্ত্রিক ট্রেড ইউনিয়ন গঠনের আদর্শকে লক্ষ্য রাখিয়া এক ঐক্যের সংগঠন স্থাপন করা আজ সর্বাধিক প্রয়োজন।

এই উদ্দেশ্যকে রূপ দিবার জন্য কলিকাতা পোর্ট ও ডক শ্রমিক ইউনিয়ন গঠিত হইয়াছে। ইহার মূল লক্ষ্য হইবে পোর্ট ও ডক শ্রমিকদের ঐক্যবদ্ধ করিবার জন্য নিরবিচ্ছিন্ন আন্দোলন করা। ইহার কর্মপন্থা হইবে শ্রমিকদের স্বার্থ রক্ষা এবং অর্থনৈতিক দাবিগুলি আদায় করিবার জন্য শ্রমিক কর্মচারীদের সংঘবদ্ধ করা। পোর্ট ও ডকের কোন ইউনিয়নের সঙ্গে শত্রুতা নহে বরং সুস্পষ্ট কর্মনীতির ভিত্তিতে ঐক্যবদ্ধ আন্দোলনই হইবে এই ইউনিয়নের প্রধান স্লোগান।

কলিকাতা পোর্ট ও ডক ওয়ার্কার্স ইউনিয়ন স্থাপনের সঙ্গে সঙ্গেই পোর্ট ও ডকের অন্যান্য ইউনিয়নগুলিকে আহ্বান করিতেছে যে যুক্ত কমিটি গঠন করিয়া শ্রমিক কর্মচারীদের স্বার্থ রক্ষার জন্য ও আশু দাবী আদায়ের জন্য ঐক্যবদ্ধ আন্দোলন করা হোক।

এই ইউনিয়ন আশা করে যে পোর্ট ও ডক শ্রমিকদের স্বার্থ রক্ষা করিবার জন্য গণতান্ত্রিক কর্মপদ্ধতির ভিত্তিতে, অদূর ভবিষ্যতে ট্রেড ইউনিয়নের গুরুত্বপূর্ণ মূলনীতি অনুসারে একই শিল্পে একটি ইউনিয়ন গঠন করা সম্ভব হইবে।

পোর্ট ও ডক শ্রমিক ইউনিয়ন বিভিন্ন সেক্সনের শ্রমিক কর্মচারীদের সেক্সান কমিটি গঠনের ভিত্তিতে ঐক্যবদ্ধ হইবার আহ্বান জানাইতেছে। শ্রমিক-কর্মচারীদের স্বার্থ রক্ষার জন্য নিঃস্বার্থ, অগ্রণী ও আস্থাভাজন কর্মীদের লইয়া, তাহারা যে কোন ইউনিয়নের সভ্য হউন না কেন, সেক্সন কমিটি গঠন করিতে হইবে। এই ইউনিয়ন বর্তমান সেক্সান কমিটিগুলি এবং ভবিষ্যতে যে সেক্সান কমিটী গঠিত হইবে তাহাদের সর্বোতভাবে সহযোগীতা করিবার প্রতিশ্রুতি দিতেছে। সাধারণ শ্রমিক কর্মচারীর স্বার্থ রক্ষাই এই ইউনিয়নের উদ্দেশ্য সুতরাং এই ইউনিয়নের সহিত কোন সেক্সান কমিটীর বিরোধ নাই এবং থাকা সম্ভব নহে।

পোর্ট ও ডক শ্রমিক ঐক্য জিন্দাবাদ **পোর্ট ডক ওয়ার্কার্স ইউনিয়ন জিন্দাবাদ**

২। জি-জি-ভয় কমিটীর রিপোর্ট অবিলম্বে প্রকাশ করিতে হইবে এবং যে সমস্ত শ্রমিক কর্মচারী শুনানীর জন্য আবেদন করিয়াছেন তাহাদের কাহাকেও শুনানী হইতে বঞ্চিত করা চলিবে না।

৩। মেহ্‌তা কমিটীর সুপারিশ অবিলম্বে কর্য্যকরী করিতে হইবে।

৪। হলদিয়া পোর্টে কনট্রাক্ট প্রথা রদ করিয়া রেজিষ্টা-রিভুক্ত শ্রমিক নিয়োগ করিতে হইতে।

৫। পোর্ট কমিশন ও ডকলেবার বোর্ডে শ্রমিক প্রতিনিধি সংশ্লিষ্ট শ্রমিককর্মচারীকে ব্যালট ভোটের দ্বারা নির্বাচিত করিতে হইবে।

শ্রমিক ও কর্মচারীদের দলে দলে কলিকাতা পোর্ট ও ডক ওয়ার্কার্স ইউনিয়নের সভ্যভুক্ত হইবার জন্য আবেদন করিতেছ।

সভাপতি—
ইন্দ্রজিত গুপ্ত, এম, পি

কার্য্যকরী সভাপতি
মহম্মদ ইসমাইল

যুগ্ম সম্পাদক—
দেব কুমার গাঙ্গুলী
প্রশান্ত দত্ত
মহম্মদ আক্রাম

গণশক্তি প্রিন্টার্স (প্রাঃ) লিঃ কলি.-১৬

পোর্ট ও ডক শ্রমিকদের ঐক্যবদ্ধ আন্দোলন গঠন করুন

কলিকাতা পোর্ট ও ডক ওয়ার্কার্স ইউনিয়নের আবেদন

কলিকাতা পোর্ট ও ডক শ্রমিকদের আন্দোলনের এক গৌরবজনক ইতিহাস আছে। বহু বাধাবিঘ্ন অতিক্রম করিয়া, অত্যাচার ও লাঞ্ছনার মুখোমুখী দাঁড়াইয়া বারবার তাহারা আন্দোলন করিয়াছে এবং সাফল্য লাভ করিয়াছে। কিন্তু আজ পোর্ট ও ডক শ্রমিক কর্মচারীর আন্দোলন কোন স্তরে ?

মাত্র দুই বৎসর পূর্বে পোর্ট ও ডক শ্রমিক কর্মচারী চাকুরির উন্নতি, বেতনের হার পরিবর্তন, একই কাজের জন্য বেতনের বৈষম্য দূরীকরনের দাবীতে ঐক্যবদ্ধ ভাবে আন্দোলন করিয়াছে।

রক্তক্ষয়ী দশদিন আন্দোলনের পর, দাবিগুলি সহানুভূতির সাথে বিবেচিত হইবার প্রতিশ্রুতি ভারত সরকার ঘোষণা করিলে ধর্মঘট উঠাইয়া লওয়া হয়। শ্রীজি-জি-ভয়ের পৌরহিত্যে শ্রমিক প্রতিনিধি লইয়া একটি কমিটি গঠিত হয়। কমিটি বিভিন্ন কার্য্যের শ্রেণী বিন্যাস ও শ্রেণীবিভাগ করিয়া প্রথম পে-কমিশন অনুযায়ী সরকারী কর্মচারীদের বেতনের হারের সহিত সঙ্গতি রাখিয়া বেতন নির্ধারন করিবেন। কমিটির কার্য্য ছয় মাসের মধ্যে সমাপ্ত করিবার কথা ছিল।

দুই বৎসর অতিবাহিত হইল কমিটির রিপোর্ট সত্বর প্রকাশিত হইবার কোন লক্ষণই দেখা যাইতেছে না। ইতিমধ্যে দ্বিতীয় পে-কমিশন তাহাদের সুপারিশ ঘোষণা করিলেন, সরকারী সিদ্ধান্তও প্রকাশিত হইল। পোর্ট ও ডক শ্রমিকদের জন্য চৌধুরি কমিশন অপেক্ষা যদি কোন বিষয়ে উন্নততর সুশারিশ দ্বিতীয় পে-মিশনে হয় তাহা অবিলম্বে পোর্ট ও ডকে প্রচলিত হইবে এই সরকারী প্রতিশ্রুতি সত্বেও পোর্ট কর্তৃপক্ষ জি-জি-ভয় কমিটির রিপোর্ট না পাওয়া পর্য্যন্ত কোন কিছুই করিতে নারাজ। অপরদিকে ট্রান্সপোর্ট মন্ত্রী ডাঃ সুব্বারায়নের মতে জি-জি ভয় কমিটির রিপোর্ট প্রকাশ করিতে আরো এক বৎসর দেরী হইবে।

ঠিক একই ভাবে ডক শ্রমিকদের দাবীগুলিও উপেক্ষিত হইতেছে। ডকে এডমিনিষ্ট্রেটিভ বডির কার্য্যবলীর তদন্ত করিবার জন্য কেন্দ্রীয় সরকার মেহতা কমিটি নিয়োগ করেন। মেহতা কমিটিররিপোর্ট প্রকাশের পর সরকার সুপারিশগুলি গ্রহণও করিলেন। কিন্তু ষ্টিভেডর সম্প্রদায়ের চাপে নতি স্বীকার করিয়া সরকার এডমিনষ্ট্রেটিভ বডির কার্য্যকাল আরো বর্ধিত করল। হলদিয়া পোর্টের সমস্যার সমাধান আজও হয় নাই।

পোর্ট ও ডক শ্রমিকদের ঐক্যবদ্ধ আন্দোলনের অভাব হেতুই কর্তৃপক্ষের এই মনোভাব বজার রাখা সম্ভব হইয়াছে। ইহার জন্য সারাভারত পোর্ট ও ডক ওয়ার্কার্স ফেডারেশন এবং কলিকাতা পোর্ট শ্রমিক ইউনিয়নের নেতৃত্বই মূলতঃ দায়ী। বার বার আবেদন সত্বেও কোচিন, মাদ্রাজ ও কলিকাতা বন্দর সমূহের কতিপয় জঙ্গী ইউনিয়নকে ফেডারেশনের অন্তর্ভূক্ত করা হয় নাই। ফলে ফডারেশনকে বিভিন্ন ট্রেড ইউনিয়নের ঐক্যবদ্ধ সংগঠনে রূপান্তরিত করা সম্ভব নাই। পোর্টশ্রমিক ইউনিয়ন তথাকথিত এক সম্মেলনে অধিক সংখ্যক শ্রমিকদের প্রতিনিধিত্ব হইতে বঞ্চিত করিলে। বহু পরিক্ষীত নেতৃত্ব যাহারা ইউনিয়ন গঠন, এমপ্লয়িজ ইউনিয়ন ও মজদুর পঞ্চায়েতকে একত্রীকরণ, পোর্ট শ্রমিক আন্দোলনের জন্য কারাবরণ এবং চাকুরী হইতে বরখাস্ত হইলেন তাহাদের ইউনিয়ন হইতে বিতাড়িত করিয়া সাধারণ শ্রমিকদের জন্য দরজা বন্ধ করা হইল। ইউনিয়ন হইতে গণতন্ত্রকে বিদায় দিয়া, ভবিষ্যতে গদীচ্যুত হইবার ভয়ভাবনা হইতে মুক্ত হইয়া শ্রমিকস্বার্থ বিবর্জিত নিরঙ্কুশ রাজত্ব চালাইতে লাগিলেন।

ডকের মধ্যেও আজ কোন ইউনিয়নই শ্রমিকদের আস্থাভাজন নহে। ইউনিয়নগুলি শ্রমিকদের ঐক্যবদ্ধ করার পরিবর্তে শ্রমিকদের বিরুদ্ধে শ্রমিকদের উস্কানি দিতেছেন এবং শ্রমিকদের স্বার্থরক্ষায় সম্পূর্ণভাবে অকৃতকার্য্য হইয়াছেন। ফলে অধিকাংশ শ্রমিক কর্মচারীই আজ কোন ইউনিয়নেরই সদস্য নহে।

এই পরিস্থিতিতে পোর্ট ও ডক শ্রমিকদের ঐক্যবদ্ধ আন্দোলন করিবার জন্য একটি সংগঠন স্থাপন করিবার প্রয়োজন হইয়া পরিয়াছে এবং এই উদ্দেশ্যই কলিকাতা পোর্ট ও ডক ওয়ার্কার্স ইউনিয়ন গঠিত হইয়াছে।

কলিকাতা পোর্ট ও ডক ওয়ার্কার্স ইউনিয়ন বিভিন্ন বিভাগীয় দাবী ছাড়াও নিম্নলিখিত কেন্দ্রীয় দাবিগুলি আদায় করিবার জন্য আন্দোলন সুরু করিয়াছে।

১। দ্বিতীয় পে-কমিশনের সুপারিশ অনুযায়ী মাগ্‌গী-ভাতা ও অন্যান্য এলাউন্সগুলি অবিলম্বে চালু করিতে হইবে এবং ১৯৫৯ সালের জুলাই মাস হইতে বকেয়া পাওনা অন্তবর্তী কালীন ব্যবস্থা হিসাবে পরিশোধ করিতে হইবে এবং জি-জি-ভয় কমিটীর রিপোর্ট প্রকাশের পর সম্পূর্ণরূপে পরিশোধ করিতে হইবে। ডক শ্রমিক ও কর্মচারীদের জন্যও ঐ ব্যবস্থা গ্রহন করিতে হইবে।

(পর পৃষ্ঠার নীচে দেখুন)

ପୋର୍ଟ ଓ ଡକ ଶ୍ରମିକମାନଙ୍କର ଐକ୍ୟବଦ୍ଧ ଆନ୍ଦୋଳନ ଗଠନ କରନ୍ତୁ ।

କଲିକତା ପୋର୍ଟ ଓ ଡକ ଓ୍ୱାର୍କର୍ସ ଇଉନିୟନର ଆବେଦନ

କଲିକତା ପୋର୍ଟ ଓ ଡକ ଶ୍ରମିକଙ୍କ ଆନ୍ଦୋଳନର ଏକ ଗୌରବଜନକ ଇତିହାସ ଅଛି । ବହୁ ବାଧାବିଘ୍ନ ଅତିକ୍ରମକରି ଅତ୍ୟାଚାର ଓ ଲାଞ୍ଛନା ମୁହଁରେ ବାରମ୍ବାର ପଡ଼ି ସେମାନେ ଆନ୍ଦୋଳନ କରି ସାଫଲ୍ୟଲାଭ ମଧ୍ୟ କରିଛନ୍ତି । କିନ୍ତୁ ଆଜି ପୋର୍ଟ ଓ ଡକ ଶ୍ରମିକ କର୍ମଚାରୀ ଆନ୍ଦୋଳନ କେଉଁଠି ?

ମାତ୍ର ଦୁଇ ବର୍ଷ ପୂର୍ବେ ପୋର୍ଟ ଓ ଡକ ଶ୍ରମିକ କର୍ମଚାରୀମାନେ ଚାକିରିର ଉନ୍ନତି, ବେତନ ହାର ପରିବର୍ତ୍ତନ, ଏକା କାମରେ ବେତନର ବୈଷମ୍ୟ ଦୂରୀକରଣର ଦାବୀରେ ଐକ୍ୟବଦ୍ଧ ଭାବେ ଆନ୍ଦୋଳନ କରିଛନ୍ତି ।

ରକ୍ତକ୍ଷୟୀ ଦଶଦିନ ଆନ୍ଦୋଳନ ପରେ ଦାବୀଗୁଡ଼ିକ ସହାନୁଭୂତି ସହ ବିବେଚିତ ହେବାର ପ୍ରତିଶ୍ରୁତି ଭାରତ ସରକାର ଘୋଷଣା କରିବାରୁ ଧର୍ମଘଟ ଉଠାଇ ନିଆହେଲା । ଶୀଘ୍ର ଜି-ଇସ୍ଟଙ୍କ ପୌରୋହିତ୍ୟରେ ଶ୍ରମିକ ପ୍ରତିନିଧି ନେଇ ଗୋଟିଏ କମିଟି ଗଠିତ ହେଲା । କମିଟି ବିଭିନ୍ନ କାର୍ଯ୍ୟର ଶ୍ରେଣୀ ବିନ୍ୟାସ ଓ ଶ୍ରେଣୀବିଭାଗ କରି ପ୍ରଥମ ପେ କମିଶନ ଅନୁଯାୟୀ ସରକାରୀ କର୍ମଚାରୀମାନଙ୍କର ବେତନ ହାର ସହ ସଙ୍ଗତି ରଖି ବେତନ ନିର୍ଦ୍ଧାରଣ କରିବେ । କମିଟିର କାର୍ଯ୍ୟ ୬ମାସ ମଧ୍ୟରେ ଶେଷ କରିବାର କଥା ଥିଲା ।

ଦୁଇବର୍ଷ ଅତିବାହିତ ହେଲେ ମଧ୍ୟ କମିଟିର ରିପୋର୍ଟ ଶୀଘ୍ର ପ୍ରକାଶ ପାଇବାର ଲକ୍ଷଣ ଦେଖାଯାଉନାହିଁ । ଇତିମଧ୍ୟରେ ୨ୟ ପେ-କମିଶନ ସେମାନଙ୍କ ସୁପାରିଶ ଘୋଷଣା କଲେ, ସରକାରୀ ସିଦ୍ଧାନ୍ତ ମଧ୍ୟ ପ୍ରକାଶିତ ହେଲା । ପୋର୍ଟ ଓ ଡକ ଶ୍ରମିକଙ୍କ ପାଇଁ ଚୌଧୁରୀ କମିଶନ ଅପେକ୍ଷା ଯଦି କୌଣସି ବିଷୟରେ ଉନ୍ନତତର ସୁପାରିଶ ୨ୟ ପେ-କମିଶନରେ ହୁଏ ତାହା ଅବିଳମ୍ବେ ପୋର୍ଟ ଓ ଡକରେ ପ୍ରଚଳିତ ହେବ । ଏଇ ସରକାରୀ ପ୍ରତିଶ୍ରୁତି ସତ୍ତ୍ୱେ ପୋର୍ଟ କର୍ତ୍ତୃପକ୍ଷ ଜି-ଜି-ଇସ୍ଟ କମିଟିର ରିପୋର୍ଟ ନ ପାଇବା ଯାଏଁ କିଛିହେଲେ କରିବାକୁ ନାରାଜ । ଅନ୍ୟଆଡ଼େ ଟ୍ରାନ୍ସପୋର୍ଟ ମନ୍ତ୍ରୀ ଡାଃ ସୁବାରାୟନଙ୍କ ମତରେ ଜି-ଜି ଇସ୍ଟ କମିଟିର ରିପୋର୍ଟ ପ୍ରକାଶ କରିବାକୁ ଆହୁରି ବର୍ଷେ ଡେରି ହେବ ।

ଠିକ ଏକ ଭାବେ ଡକ ଶ୍ରମିକଙ୍କ ଦାବୀଗୁଡ଼ିକ ଉପେକ୍ଷିତ ହେଉଛି । ଡକରେ ଏଡମିନିଷ୍ଟ୍ରେଟିଭ ବଡିର କାର୍ଯ୍ୟାବଳୀର ତଦନ୍ତ କରିବା ପାଇଁ କେନ୍ଦ୍ରୀୟ ସରକାର ମେହତା କମିଟି ନିୟୋଗ କରନ୍ତି । ମେହତା କମିଟିର ରିପୋର୍ଟ ପ୍ରକାଶ ପରେ ସରକାର ସୁପାରିଶଗୁଡ଼ିକ ଗ୍ରହଣ କଲେ । କିନ୍ତୁ ଷ୍ଟିଭେଡର ସମ୍ପ୍ରଦାୟର ଚାପରେ ନତି ସ୍ୱୀକାର କରି ସରକାର ଏଡମିନିଷ୍ଟ୍ରେଟିଭ ବଡିର କାର୍ଯ୍ୟକାଳ ଆହୁରି ବର୍ଦ୍ଧିତ କଲେ । ହଳଦିୟା ପୋର୍ଟର ସମସ୍ୟାର ସମାଧାନ ଆଜି ମଧ୍ୟ ହୋଇନାହିଁ ।

ପୋର୍ଟ ଓ ଡକ ଶ୍ରମିକଙ୍କର ଐକ୍ୟବଦ୍ଧ ଆନ୍ଦୋଳନର ଅଭାବ ହେତୁ କର୍ତ୍ତୃପକ୍ଷର ଏଇମନୋଭାବ ବଜାୟରଖିବା ସମ୍ଭବ ହୋଇଅଛି । ଏଥିପାଇଁ ସାରା ଭାରତ ପୋର୍ଟ ଓ ଡକ ଓ୍ୱାର୍କର୍ସ ଫେଡାରେଶନ ଏବଂ କଲିକତା ପୋର୍ଟ ଶ୍ରମିକ ଇଉନିୟନର ନେତୃତ୍ୱହିଁ ମୂଳତଃ ଦାୟୀ । ବାର ବାର ଆବେଦନ ସତ୍ତ୍ୱେ କୋଚିନ, ମାଦ୍ରାଜ ଓ କଲିକତା ବନ୍ଦର ସମୂହର କେତେକ ଜଙ୍ଗୀ ଇଉନିୟନକୁ ଫେଡାରେଶନର ଅନ୍ତର୍ଭୁକ୍ତ କରି ହୋଇନାହିଁ । ଫଳରେ ଫେଡାରେଶନକୁ ବିଭିନ୍ନ ଟ୍ରେଡଇଉନିୟନର ଐକ୍ୟବଦ୍ଧ ସଂଗଠନରେ ରୂପାନ୍ତରିତ କରିବା ସମ୍ଭବ ନୁହେଁ । ପୋର୍ଟ ଶ୍ରମିକ ଇଉନିୟନ ତଥାକଥିତ ଏକ ସମ୍ମେଳନରେ ଅଧିକ ସଂଖ୍ୟକ ଶ୍ରମିକଙ୍କର ପ୍ରତିନିଧିତ୍ୱରୁ ବଞ୍ଚିତ କଲେ । ବହୁ ପରୀକ୍ଷିତ ନେତୃତ୍ୱ ଯେଉଁମାନେ ଇଉନିୟନ ଗଠନ, ଏମ୍ପ୍ଲଇଜ ଇଉନିୟନ ଓ ମଜଦୁର ପଞ୍ଚାୟତକୁ ଏକତ୍ରୀକରଣ, ପୋର୍ଟ ଶ୍ରମିକ ଆନ୍ଦୋଳନ ପାଇଁ କାରାବରଣ ଓ ଚାକିରିରୁ ବରଖାସ୍ତ ହେଲେ, ସେମାନଙ୍କ ଇଉନିୟନରୁ ବିତାଡ଼ିତ କରି ସାଧାରଣ ଶ୍ରମିକଙ୍କ ପାଇଁ ଦ୍ୱାର ବନ୍ଦ କରିଦେଲା । ଇଉନିୟନରୁ ଗଣତନ୍ତ୍ରକୁ ବିଦାୟ ଦେଇ ଭବିଷ୍ୟତରେ ଗଦିଚ୍ୟୁତ ହେବାର ଭୟରୁ ମୁକ୍ତ ହୋଇ ଶ୍ରମିକସ୍ୱାର୍ଥ ବିବର୍ଜିତ ନିରଙ୍କୁଶ ସ୍ୱତନ୍ତ୍ର ଚଳାଇବାକୁ ଲାଗିଲେ ।

ଡକ ମଧ୍ୟରେ ମଧ୍ୟ କୌଣସି ଇଉନିୟନ ଅଜି ଶ୍ରମିକମାନଙ୍କର ଅସ୍ୱୀକୃତିଜନକ ନୁହେଁ । ଇଉନିୟନଗୁଡ଼ିକ ଶ୍ରମିକମାନଙ୍କୁ ଐକ୍ୟବଦ୍ଧ କରିବା ପରିବର୍ତ୍ତେ ଶ୍ରମିକ ବିରୁଦ୍ଧରେ ଶ୍ରମିକଙ୍କୁ ମଜେଇ ଦେଉଛନ୍ତି ଏବଂ ଶ୍ରମିକଙ୍କ ସ୍ୱାର୍ଥରକ୍ଷାରେ ସମ୍ପୂର୍ଣ୍ଣ ଭାବରେ ଅକୃତକାର୍ଯ୍ୟ ହୋଇଛନ୍ତି । ଫଳରେ ଅଧିକାଂଶ ଶ୍ରମିକ କର୍ମଚାରୀ ଆଜି କୌଣସି ଇଉନିୟନର ସଦସ୍ୟ ନୁହନ୍ତି ।

ଏଇ ପରିସ୍ଥିତିରେ ପୋର୍ଟ ଓ ଡକ ଶ୍ରମିକଙ୍କର ଐକ୍ୟବଦ୍ଧ ଆନ୍ଦୋଳନ କରିବା ପାଇଁ ଗୋଟିଏ ସଂଗଠନ ସ୍ଥାପନ କରିବା ପ୍ରୟୋଜନ ହୋଇ ପଡ଼ିଛି ଓ ଏଇ ଉଦ୍ଦେଶ୍ୟରେ କଲିକତା ପୋର୍ଟ ଓ ଡକ ଓ୍ୱାର୍କର୍ସ ଇଉନିୟନ ଗଠିତ ହୋଇଛି ।

କଲିକତା ପୋର୍ଟ ଓ ଡକ ଓ୍ୱାର୍କର୍ସ ଇଉନିୟନ ବିଭିନ୍ନ ବିଭାଗୀୟ ଦାବୀ ଛଡ଼ା ମଧ୍ୟ ତଳଲିଖିତ କେନ୍ଦ୍ରୀୟ ଦାବୀଗୁଡ଼ିକ ଆଦାୟ କରିବା ପାଇଁ ଆନ୍ଦୋଳନ ସୁରୁ କରିଛି ।

୧ । ଦ୍ୱିତୀୟ ପେ-କମିଶନର ସୁପାରିଶ ଅନୁଯାୟୀ ମହର୍ଘ ଭତ୍ତା ଓ ଅନ୍ୟାନ୍ୟ ଏଲାଉନ୍ସଗୁଡ଼ିକ ଅବିଳମ୍ବେ ଚାଲୁକରିବାକୁ ହେବ ଓ ୧୯୫୯ ସାଲ ଜୁଲାଇ ମାସ ଠାରୁ ବାକି ଯାଉଣା ଅନ୍ତର୍ବର୍ତ୍ତୀକାଳୀନ ବ୍ୟବସ୍ଥା ହିସାବରେ ପରିଶୋଧ କରିବାକୁ ହେବ ଓ ଜି-ଜି-ଇସ୍ଟ କମିଟିର ରିପୋର୍ଟ ପ୍ରକାଶ ପରେ ସମ୍ପୂର୍ଣ୍ଣରୂପେ ପରିଶୋଧ କରିବାକୁ ହେବ । ଡକ ଶ୍ରମିକ ଓ କର୍ମଚାରୀମାନଙ୍କ ପାଇଁ ମଧ୍ୟ ଏଇ ବ୍ୟବସ୍ଥା ଗ୍ରହଣ କରିବାକୁ ହେବ ।

(ପରପୃଷ୍ଠାର ତଳେ ଦେଖନ୍ତୁ)

—କଲିକତା ପୋର୍ଟ ଓ ଡକ ଓୟାର୍କର୍ସ ଇଉନିୟନର ନୀତି ବିଷୟକ ବିବୃତି—

କଲିକତା ପୋର୍ଟ ଓ ଡକର ଶ୍ରମିକ କର୍ମଚାରୀମାନେ ଅତୀତରେ ବହୁ ଐକ୍ୟବଦ୍ଧ ଆନ୍ଦୋଳନରେ ଗୌରବୋଜ୍ଜ୍ୱଳ ଭୂମିକା ଗ୍ରହଣ କରି ଆଜି ଭାଗ ଭାଗ । ଶ୍ରମିକ କର୍ମଚାରୀମାନଙ୍କ ମଧ୍ୟରେ ବହୁତ ଇଉନିୟନ ଏବେ ରହିଛି; କିନ୍ତୁ ଏକତା ଲୋପପାଇଛି । ଏହି ଏକତା ଅଭାବରୁ ଆଜିର ବୃହତ୍ତମ ଆନ୍ଦୋଳନରେ ଜୟୀ ହେବା କଷ୍ଟକର ହେଉଛି ।

ଦୁର୍ଭାଗ୍ୟକ୍ରମେ ପୋର୍ଟ ଓ ଡକର ଇଉନିୟନଗୁଡ଼ିକ ଶ୍ରମିକ କର୍ମଚାରୀମାନଙ୍କ ମଧ୍ୟରେ ଐକ୍ୟବଦ୍ଧ ଆନ୍ଦୋଳନ ପାଇଁ ଚେଷ୍ଟା ନ କରି ବିଭେଦମୂଳକ ପନ୍ଥା ଗ୍ରହଣ କରିଛନ୍ତି । ଫଳରେ ବହୁ ସଂଖ୍ୟକ ଶ୍ରମିକ କର୍ମଚାରୀ ଆଜି କୌଣସି ଇଉନିୟନରେ ଆସ୍ଥା ରଖିପାରୁନାହାନ୍ତି । ଶ୍ରମିକ ସଂଗଠନମାନଙ୍କ ମଧ୍ୟରେ ଅଗଣତାନ୍ତ୍ରିକ କାର୍ଯ୍ୟାବଳୀ ମଧ୍ୟ ଭୟାବହ ପରିସ୍ଥିତି ସୃଷ୍ଟି କରିଛି । ବର୍ତ୍ତମାନ ଟ୍ରେଡ ଇଉନିୟନ ସଂଗଠନ ଓ ଆନ୍ଦୋଳନ ପ୍ରତି ଅନାସ୍ଥା ଦେଖାଦେଇଛି । ଏହାର ଫଳାଫଳ ଭୟଙ୍କର ଓ ସୁଦୂରପ୍ରସାରୀ ।

ଏଇ ସମସ୍ତ ତ୍ରୁଟିଲକ୍ଷଣ ଦୂର କରିବାକୁ ହେଲେ, ଶ୍ରମିକ କର୍ମଚାରୀମାନଙ୍କୁ ସଂଗଠିତ କରିବା, ଏକତାବଦ୍ଧ ଶକ୍ତି ପ୍ରତି ଆସ୍ଥା ଫେରାଇ ଆଣିବା ସୁସ୍ଥ ଓ ଗଣତାନ୍ତ୍ରିକ ଟ୍ରେଡ ଇଉନିୟନ ଆନ୍ଦୋଳନ ପ୍ରତି ଲକ୍ଷ୍ୟ ରଖି ଐକ୍ୟର ସଂଗଠନ ଗଢ଼ିବା ଆଜି ସର୍ବାତ୍ମକ ପ୍ରୟୋଜନ ।

ଏହି ଉଦ୍ଦେଶ୍ୟକୁ ରୂପ ଦେବାପାଇଁ କଲିକତା ପୋର୍ଟ ଓ ଡକ ଶ୍ରମିକ ଇଉନିୟନ ଗଠିତ ହୋଇଛି । ପୋର୍ଟ ଓ ଡକ ଶ୍ରମିକମାନଙ୍କୁ ଐକ୍ୟବଦ୍ଧ କରିବାକୁ ଅବିରାମ ଆନ୍ଦୋଳନ କରିବା ହେଉଛି ଏହି ଇଉନିୟନର ମୂଳ ଲକ୍ଷ୍ୟ । ଶ୍ରମିକମାନଙ୍କର ସ୍ୱାର୍ଥରକ୍ଷା ଏବଂ ଅର୍ଥନୈତିକ ଦାବୀଗୁଡ଼ିକୁ ଆଦାୟ କରିବା ପାଇଁ ଶ୍ରମିକ କର୍ମଚାରୀମାନଙ୍କୁ ସଂଘବଦ୍ଧ କରିବା ଏହାର କର୍ମପନ୍ଥା ହେବ ।

ପୋର୍ଟ ଓ ଡକ ଶ୍ରମିକ ଐକ୍ୟ ଜିନ୍ଦାବାଦ

ପୋର୍ଟ ଓ ଡକର କୌଣସି ଇଉନିୟନ ସଙ୍ଗେ ଶତ୍ରୁତା ନୁହେଁ ବରଂ ସୁସ୍ପଷ୍ଟ କର୍ମନୀତି ଉପରେ ଏକତାବଦ୍ଧ ଆନ୍ଦୋଳନହିଁ ହେବ ଏଇ ଇଉନିୟନର ପ୍ରଧାନ ସ୍ଲୋଗାନ ।

କଲିକତା ପୋର୍ଟ ଓ ଡକ ଓୟାର୍କର୍ସ ଇଉନିୟନ ସ୍ୱୀକାର ସଙ୍ଗେ ୨ ପୋର୍ଟ ଓ ଡକର ଅନ୍ୟାନ୍ୟ ଇଉନିୟନ ଗୁଡ଼ିକୁ ଆହ୍ୱାନ କରୁଛି ଯେ ଯୁକ୍ତ କମିଟି ଗଠନ କରି ଶ୍ରମିକ କର୍ମଚାରୀମାନଙ୍କ ସ୍ୱାର୍ଥରକ୍ଷା ପାଇଁ ଓ ଅଶୁ ଦାବୀ ଆଦାୟ ପାଇଁ ଐକ୍ୟବଦ୍ଧ ଆନ୍ଦୋଳନ କରାଯାଉ ।

ଏଇ ଇଉନିୟନ ଆଶାକରେ ଯେ ପୋର୍ଟ ଓ ଡକ ଶ୍ରମିକମାନଙ୍କ ସ୍ୱାର୍ଥ ରକ୍ଷା କରିବା ପାଇଁ ଗଣତାନ୍ତ୍ରିକ କର୍ମପଦ୍ଧତିର ଉତ୍ତରେ ନିକଟ ଭବିଷ୍ୟତରେ ଟ୍ରେଡ଼ ଇଉନିୟନର ଗୁରୁତ୍ୱପୂର୍ଣ୍ଣ ମୂଳ ନୀତି ଅନୁସାରେ ଗୋଟିଏ ଶିଳ୍ପରେ ଗୋଟିଏମାତ୍ର ଇଉନିଅନ ଗଠନ କରିବା ସମ୍ଭବ ହେବ ।

ପୋର୍ଟ ଓ ଡକ ଶ୍ରମିକ ଇଉନିୟନ ବିଭିନ୍ନ ବିଭାଗର ଶ୍ରମିକ କର୍ମଚାରୀମାନଙ୍କ ସେକ୍ସନ କମିଟି ଗଠନ ଉତ୍ତରେ ଐକ୍ୟବଦ୍ଧ ହେବାର ଆହ୍ୱାନ ଜଣାଉଛି । ଶ୍ରମିକ-କର୍ମଚାରୀମାନଙ୍କ ସ୍ୱାର୍ଥ ରକ୍ଷା ପାଇଁ ନିସ୍ୱାର୍ଥ ଅଗ୍ରଣୀ ଓ ଆସ୍ଥାଭାଜନ କର୍ମୀମାନଙ୍କୁ ନେଇ, ସେମାନେ ଯେ କୌଣସି ଇଉନିୟନର ସଭ୍ୟ ହୁଅନ୍ତୁ ପଛେ, ସେକ୍ସନ କମିଟି ଗଠନ ହେବ । ଏଇ ଇଉନିୟନ ବର୍ତ୍ତମାନ ସେକ୍ସନ କମିଟିଗୁଡ଼ିକୁ ଏବଂ ଭବିଷ୍ୟତରେ ଯେଉଁ ସେକ୍ସନ କମିଟି ଗଠନ ହେବ ସେଗୁଡ଼ିକୁ ସବୁପ୍ରକାର ସହଯୋଗ ଦେବ ବୋଲି ପ୍ରତିଶ୍ରୁତି ଦେଉଛି । ସାଧାରଣ ଶ୍ରମିକ କର୍ମଚାରୀର ସ୍ୱାର୍ଥରକ୍ଷାହିଁ ଏହି ଇଉନିୟନର ଉଦ୍ଦେଶ୍ୟ ସୁତରାଂ ଏହି ଇଉନିୟନ ସଙ୍ଗେ କୌଣସି ସେକ୍ସନ କମିଟିର ବିରୋଧ ନାହିଁ ବା ରହିବା ସମ୍ଭବ ନୁହେଁ ।

ପୋର୍ଟ ଓ ଡକ ଓୟାର୍କର୍ସ ଇଉନିୟନ ଜିନ୍ଦାବାଦ ।

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୨ । ଜି-ଜି-ଭସ୍ମ କମିଟିର ରିପୋର୍ଟ ଅବିଳମ୍ବେ ପ୍ରକାଶ କରିବାକୁ ହେବ ଓ ଯେଉଁସବୁ ଶ୍ରମିକ କର୍ମଚାରୀ ଶୁଣାଣିପାଇଁ ଆବେଦନ କରିଛନ୍ତି ସେମାନଙ୍କ ମଧ୍ୟରୁ କାହାକୁ ହେଲେ ଶୁଣାଣିରୁ ବଞ୍ଚିତ କଲେ ଚଳିବ ନାହିଁ ।

୩ । ମେହେଟ୍ଟା କମିଟିର ସୁପାରିଶ ଶୀଘ୍ର କାର୍ଯ୍ୟକାରୀ କରିବାକୁ ହେବ ।

୪ । ହଳଦିଆ ପୋର୍ଟରେ କଣ୍ଟ୍ରାକ୍ଟ ପ୍ରଥା ବନ୍ଦ କରି ରେଜିଷ୍ଟ୍ରୀଭୁକ୍ତ ଶ୍ରମିକ ନିଯୁକ୍ତ କରିବାକୁ ହେବ ।

୫ । ପୋର୍ଟ କମିଶନ ଓ ଡକ ଲେବର ବୋର୍ଡରେ ଶ୍ରମିକ ପ୍ରତିନିଧି; ସମ୍ପୃକ୍ତ ଶ୍ରମିକ କର୍ମଚାରୀଙ୍କୁ ବ୍ୟାଲଟ ଭୋଟଦ୍ୱାରା ନିର୍ବାଚିତ କରିବାକୁ ହେବ ।

ଶ୍ରମିକ ଓ କର୍ମଚାରୀମାନଙ୍କ ଦଳ ଦଳ ହୋଇ କଲିକତା ପୋର୍ଟ ଓ ଡକ ଓୟାର୍କର୍ସ ଇଉନିୟନର ସଭ୍ୟଭୁକ୍ତ ହେବା ପାଇଁ ଆବେଦନ କରୁଛି ।

ସଭାପତି—ଇନ୍ଦ୍ରଜିତ ଗୁପ୍ତ ଏମ, ପି

କାର୍ଯ୍ୟକାରୀ ସଭାପତି—ମନ୍ମଥନାଥ ଇସମାଇଲ

ଯୁଗ୍ମ ସମ୍ପାଦକ—ଓଦବକୁମାର ଗାଙ୍ଗୁଲି

ପ୍ରଶାନ୍ତ ଦତ୍ତ

ମହମ୍ମଦ ଆକ୍ରାମ

ଉତ୍କଳ ପ୍ରେସ, କଲିକତା-୧୨

کلکتہ پورٹ اور ڈوک ورکرس یونین

کا

نظریۂ طریقہ کار

گذشتہ دور میں ڈک مزدور کئی مورچوں کا مقابلہ دلیرانہ طور سے کیا اور کامیابی کا سہرا بھی ان کے سر رہا لیکن فی الحال اپنی اپنی جدوجہد میں منہ کے بل گرنا پڑا۔ اور ناکامیابی کا منہ دیکھنا پڑا، یہ صرف آپس کے نااتفاقیوں کا نتیجہ ہے کیونکہ یہ خود آپس میں منقسم ہیں اور بکھرے ہوئے ہیں۔ بدقسمتی سے موجودہ یونینوں نے جو غلط طریقے اختیار کئے ہیں آپس کے نااتفاقی کے سوا کچھ نہیں ہے۔ اور صرف یہی ایک بڑی وجہ ہے کہ عام مزدوروں کا اعتبار اور اعتماد ان سے اٹھ گیا ہے۔ ان یونینوں نے بجائے مزدوروں کی فلاح و بہبودگی کرنے کے اپنی غیر ذمہ دارانہ اور غیر جمہوری حرکتوں سے ان کے درمیان نااتفاقی کی بیج بو ڈالی اسلئے ان مزدوروں کا اعتماد طریقہ ٹریڈ یونین سے بھی ختم ہو رہی ہے۔ وقت کی سب سے اہم پکار آپس کا اتفاق و اتحاد ہے اور یہی بنیادی نقائص کو مندھم کر سکتی ہے اور مزدوروں کے درمیان دوبارہ اتحاد پیدا ہو سکتا ہے اور انھیں پھر جمہوریت کے راہوں پے گامزن کیا جا سکتا ہے۔ ان تمام وجوہات کو مدنظر رکھتے ہوئے ایک پھر کلکتہ پورٹ اور ڈوک ورکرس یونین کا وجود عمل میں لائی گئی ہے اس کا واحد نظریہ مزدوروں کے درمیان اتحاد و اتفاق پیدا کرنا ہے۔ اس کا مخصوص پروگرام مزدوروں کی فلاح و بہبودگی کی حفاظت کرنا اور ان کی ضروری باتوں کو مدنظر رکھتے ہوئے متحدہ طور پے جدوجہد کرنا۔

یہ یونین اس دن کا منتظر ہے جبکہ صرف یہی ایک یونین جمہوریت کے راہ پے گامزن ہو کر اور تمام مزدوروں کو شامل کر کے ان کی صحیح رہنمائی کرے گی۔ یہ یونین کل سیکشن (Section) کے مزدوروں کو لبیک کہتی ہے کہ وہ سیکشن کمیٹی (Sectional Committee) میں مشترکہ طور پر شامل ہو کر متحد ہو جائیں اور عام مزدوروں میں اعتماد بحال کریں اور اس کارنیک میں خودی اور اپنی یونین کا پرواہ کئے بغیر میدان عمل میں اتر آئیں، اس یونین کی حمایت کی مستحق ایسی تمام کمیٹیاں ہیں جو وجود میں آچکی ہیں یا آئیں گی۔ چونکہ اس یونین کا نظریہ عام مزدوروں کی بھلائی و بہبودی کے سوا کچھ نہیں ہے اس لئے یہ سیکشن کمیٹیاں اور ابھرتی ہوئی یونینوں میں کسی قسم کا فرق نہیں سمجھتی۔

پورٹ اور ڈوک مزدوروں کا اتحاد زندہ باد!

کلکتہ پورٹ اور ڈوک ورکرس یونین زندہ باد!

پورٹ اور ڈوک کے مزدوروں کا ایک متحدہ محاذ بنائیے

کلکتہ پورٹ اینڈ ڈوک ورکرس یونین کی اپیل

کلکتہ کے پورٹ اور ڈوک مزدوروں کے شاندار جدوجہد کے کارنامے قابل فخر ہیں یہ بڑی سے بڑی دشواریوں کے خلاف متحدہ طور پر لڑتے آئے ہیں اور ہر طرح کے ظلم و ستم کا مقابلہ کرتے ہوئے اپنے مطالبات کو منوایا ہے۔

لیکن آج وہ کس موڑ پر کھڑے ہیں؟

صرف دو سال ہوئے پورے ہندوستان کے ڈوک اور پورٹ مزدوروں نے شرائط ملازمت کو بہتر بنانے، تنخواہ کی شرح پر نظر ثانی کرنے، پورے ملک کے پورٹ اور ڈوک مزدوروں کے حالات یکساں بنانے اور ملازمتوں کی مناسب تقسیم بندی کے لئے ایک متحدہ لڑائی لڑی۔

معین دنوں کے مرکزی حکومت کے اعلیٰ لیڈروں کی اس یقین دہانی کے بعد کہ مزدوروں کے مطالبات پر ہمدردی سے غور کیا جائے گا۔ ہڑتال واپس لے لی گئی۔ شری جی جا بھائی کی صدارت میں ایک کمیٹی بنائی گئی کہ وہ ساری صورت حال پر غور کرے پورے ملک کے پورٹ مزدوروں کے شرائط ملازمت میں یکسانیت پیدا کرے۔

لیکن آخر کیا بات ہے کہ دو سال بیت جانے کے بعد بھی مزدوروں کو کچھ نہ ملا۔ جو آخر ایسا کیوں ہے۔ پے کمیشن کے سفارشات کا اعلان پورٹ مزدوروں پر بھی ہوگا۔ کلکتہ پورٹ کمشنر نے یہ فیصلہ کیا کہ پے کمیشن کی سفارشات پر اس وقت تک عمل نہ ہو جبتک کہ جی جا بھائی کمیٹی کی رپورٹ شائع نہیں ہوئی؟ اور اب وزارت ٹرانسپورٹ نے اعلان کیا ہے کہ جی جا بھائی کی بمبئی کی رپورٹ کم از کم ایک سال اور دیر سے شائع ہوگی۔

جہانتک ڈوک مزدوروں کا تعلق ہے ان کے ساتھ بھی یہی حال ہے اور یہ پتہ چلتا ہے کہ ان کے مطالبات بھی نظر انداز کئے جا رہے ہیں، حکومت ہند نے مہتا کمیٹی کی تشکیل انتظامی امور کی جانچ پڑتال کے لئے کی تھی اس کی سفارشوں کو حکومت نے مان لیا ہے لیکن پھر بھی خود حکومت ہی نے اس کی خاص خاص سفارشوں پر پردہ ڈال دیا اور انتظامیہ کو ایک نئی زندگی بخش دی اور اس طرح اسٹیویڈروس کے دباؤ کے آگے خود حکومت سرنگوں ہو گئی۔ ہلدیہ پورٹ کا مسئلہ بھی کھٹائی میں پڑا ہوا ہے۔

ان ساری باتوں کی بنیادی وجہ یہی ہے کہ پورٹ اور ڈوک کے مزدوروں میں پھوٹ ہے اور مزدوروں کی اس پھوٹ کی ساری ذمہ داری کل ہند پورٹ اور ڈوک فیڈریشن اور پورٹ شرامک یونین کے لیڈروں کی غلط پالیسی پر عائد ہوتی

ہے۔ اس کے بجائے کہ فیڈریشن کو ساری یونینوں کا ایک پلیٹ فارم بنایا جاتا اور سب کو متحد کیا جاتا ہے۔ ان لیڈروں نے پورٹ اور ڈوک مزدوروں کی بہادر یونینوں کو فیڈریشن کی قیادت یا لیڈرشپ سے علٰحدہ رکھنے کی پالیسی پر عمل کیا کلکتہ میں مشترک یونین کے لیڈروں نے ایک نام نہاد کانفرنس کی جس میں مزدوروں کی اکثریت کو علٰحدہ کر دیا گیا اور ان سرگرم کارکنوں کو جنہوں نے یونینوں کی تنظیم کی، کتنی لڑائیاں لڑیں اور ان میں سے کتنوں کی نوکری گئی اور وہ جیل گئے۔ نام نہاد کانفرنس سے ہٹا دیا گیا، اس طرح جب پورٹ مزدوروں کے پورے کے پورے مزدوری کے لئے داخلہ کا دروازہ بند کر دیا گیا ہے۔ شریک یونین کے لیڈران یہ کیسے تصور کر سکتے ہیں کہ یہ یونین ایک ایسا پلیٹ فارم بن سکتا ہے جب ایک گودی کے مزدور متحد کئے جا سکتے ہیں۔ اس کے علاوہ شریک یونین کے لیڈروں نے اس بات کی انتہائی کوشش کی کہ یونین سے جبری طریقوں کو جڑ ہی سے اکھاڑ پھینکا جائے۔ انھوں ایسا اس لئے کیا کیونکہ انھیں خوف تھا کہ مزدوروں کی اکثریت اس میں داخل ہو کر انھیں من مانی کرنے نہ دے گی۔

ڈوک مزدوروں کا بھی یہی حال ہے اور انھیں موجودہ یونینوں میں کسی پر بھی بھروسہ نہیں ہے، کیونکہ ان یونینوں نے مزدوروں کو متحد کرنے کی پالیسی کو ترک کیا اور مزدوروں کے ایک حصہ کو دوسرے حصہ کے خلاف مشتعل کیا، اس کے علاوہ وہ مزدوروں کے مفاد کی حفاظت کرنے میں بری طرح ناکام رہیں۔

اور یہی وجہ ہے کہ یہ ضروری ہو گیا کہ ایک ایسا پلیٹ فارم ہو جس پر سبھی متحد ہو سکیں اور جو پورٹ و ڈوک مزدوروں کا ایک متحدہ محاذ اور ایک متحدہ تحریک کی تعمیر کے لئے مؤثر کارروائی کرے

اس مقصد کے تحت کلکتہ پورٹ اور ڈوک ورکرس یونین کی تنظیم کی گئی ہے۔ کئی برسوں کے بعد اب پہلی بار ڈوک اور پورٹ کے علاقوں میں صحت مند مزدور تحریک کی خوشگوار ہوا چلنے لگی تھی۔ ہمیں اس کا یقین ہے کہ یہ چند دنوں میں مزدوروں کی ایک طاقتور اور متحدہ تحریک چلانے میں کامیاب ہو گی۔

کلکتہ پورٹ اور ڈوک مزدور یونین نے حسب ذیل عام مطالبہ پورا کرنے کے لئے ایک فوری تحریک چلانے کا فیصلہ کیا ہے

(۱) دوسرے پے کمیشن کی سفارشات کے مطابق کلکتہ پورٹ کمشنر کے ملازمین کی مہنگائی بھتہ اور دوسرے بھتوں پر فوراً ہی نظر ثانی کی جائے۔ اور موجودہ الاؤنس اور سفارشات کے تحت مقرر کردہ الاؤنس میں جو فرق ہو اس کی رقم فوراً ہی ان تاریخوں سے جوڑ کر دی جائے جس تاریخ سے پے کمیشن کی سفارشات کا اطلاق ہوتا ہے۔ یعنی جولائی ۱۹۵۹ء سے بڑھایا ہوا مہنگائی بھتہ اور دوسرے بھتے ڈوک مزدوروں کو بھی دیئے جائیں۔

(۲) جی جا بھائی کمیٹی کی رپورٹ بھی جلد از جلد نیار کی جائے، لیکن اس میں اس کا خیال رہے کہ ان ملازمین کی کوئی حق تلفی نہ ہو جنہوں نے کمیٹی سے اپنی شکایتیں اور مطالبات کو سننے کی درخواست کی ہے۔

(۳) مہتا کمیٹی کی سفارشات پر جو ڈوک لیبر بورڈ کے کاموں کو چلانے کے سلسلے میں ہے فوراً ہی عمل کیا جائے

(۴) مال لادنے اور مال اتارنے یا مال برداری کے سارے کام رجسٹر شدہ ڈوک لیبر کے ذریعہ ہو نہ کہ ٹھیکہ داروں کے ذریعہ۔

(۵) ڈوک لیبر بورڈ اور کلکتہ پورٹ کمشنرس کے لئے مزدوروں کے نمائندوں کا انتخاب عام سارے مزدوروں کے ووٹوں سے ہوگا یونین ملازمین سے اپیل کرتی ہے کہ وہ ہزاروں کی تعداد میں کلکتہ پورٹ اور ڈوک ورکرس یونین کے ممبر بنیں، اور پورٹ اور ڈوک مزدوروں کے اتحاد اور ان کے مطالبات کو منوانے کی اس تحریک کو مضبوط کریں۔

اندرجیت گپتا ایم۔ بی، صدر

محمد اسماعیل ورکنگ پریسیڈنٹ

دیپ کمار گنگولی۔ پرستادت اور محمد اکرام جوائنٹ سکریٹری

کلکتہ پورٹ اینڈ ڈوک ورکرس یونین

9 SEP 1960

CALCUTTA PORT & DOCK WORKERS' UNION

27B, CIRCULAR GARDEN REACH ROAD
CALCUTTA-23

President:
SRI INDRAJIT GUPTA, M.P.

Ref. 257 *Date* 6th Sept. '60.

To

Com. A.B.K. Iyengar, Madras.
" M.V.Bhadran, Vizag.
" K.A.Rajan & T.M.Abee, Cochin.
" A.K.Shaw, Kandla.
" S.Y.Kolhatkar, Bombay.
" G.M.Kale, Bombay.
" S.A.Dange, New Delhi.

Dear Comrade,

I am glad to inform you that in Calcutta a new Union under our leadership in the name of 'Calcutta Port & Dock Workers' Union' has been come into existance on and from 24th August 1960.

The final decision to form a new union has been taken from a very largely attended representatives meeting of the Port & Dock workers and employees on 24th August last. The attendance, attention and interest of the workers and employees present in the meeting is really an unprecendented and demonstrative one. There was no restriction on admission in the meeting hall and the decision has been adopted unanimously and with great enthusiasm after long three hours lively discussion.

Coms. Indrajit Gupta, M.P. and Md. Ismail have been elected President and Working President respectively. Instead of one General Secretary it has been decided to have Joint Secretaries. Myself, and two other employees Coms. Prasanta Dutta and Md. Akram are the Joint Secretaries.

In the said meeting a statement of policy of the newly formed union has also been adopted unanimously. A copy of the statement of policy along with a press hand out is enclosed for your information.

In this respect the following background may be useful:

(Contd...)

CALCUTTA PORT & DOCK WORKERS' UNION
27B, CIRCULAR GARDEN REACH ROAD
CALCUTTA-23

President :
SRI INDRAJIT GUPTA

Ref...... *Date*.....

In October 1959 due to the disruptive policy of P.S.P. & Bolshevick leadership of the Calcutta Port Sramik Union (C.P.S.U) there had been a split and we are out of the C.P.S.U. At this stage when we were discussing our future course of action. Gen. G.H.Kale the President of the Federation, sometime early this year took some initiative in forming one united organisation of Port & Dock workers of Calcutta with Biswanath Duby's Dock Union, Rajani Mukherjee's Port Workshop Union and communists with their followings. He gave a concrete written proposal. We accepted Gen. Kale's proposal. ~~xx~~ ~~xxxxxxxxxx~~ in toto. But Duby and Rajani Mukherjee although expressed their consent at the initial stage went back. Before this both Duby and Rajanji used to blame us for not having a one single union with them but ~~xxx~~ acceptance to Kale's porperal they had to face the grim reality and they backed out. Thus their diplomacy has become exposed. Three months they manoeuvered with us int the way of negotiation and ultimately they could not conceal their true colour.

Having no other alternative we have ultimately decided to form this new Union.

With greetings,

Comradely yours,

Enclo:- As above.

(Debkumar Ganguly)

On 24th August 1960 at a largely attended meeting of representatives of all sections of the Port & Dock Workers and employees it was decided that a united movement should be launched for (i) immediate implementation of the 2nd Pay Commissions recommendations regarding Dearness Allowance, Consolidation of the Dearness allowance with pay, Compensatory Allowance etc. with retrospective effect from July 1959.

(ii) Implementation of the report of Mehta Committee in respect of Calcutta Dock Labour Board.

(iii) Expediting the report of the Jeejeebhoy Committee without curtailing the hearing of the views of the employees who have already applied for ~~xx~~ x the same.

(iv) Working of the Haldia Port by registered Dock Labour and not through Contractors.

(v) Election of the Labour Representatives in the Dock Labour Board and Calcutta Port Commissioners by ballot vote of the workers and employees concerned.

In view of the fact none of the existing unions of the Port & Dock workers are following a policy of promoting the united movement ~~xxxx~~ and mass of the workers repose no confidence in any of the existing unions it was resolved unanimously to form a union to be called 'Calcutta Port & Dock Workers Union' to serve as a platform of unity, will mobilise the mass of the workers and employees for fulfilment of their economic demands and set an example of healthy and democratic Trade Union functioning.

A General Council with 27 Office-Bearers was unanimously elected carry on the work of the Union. Below are given the names of the some of the Office-Bearers.

1. President: Sri Indrajit Gupta, M.P.
2. Working President: Sri Md. Ismail.
3. Vice-President: Dr. Ramen Sen, M.L.A.
   Sri Jolly Mohan Kaul.
   " Sitaram Singh.
   " Ramsunder Singh.
   " Digbijoy Singh.
   " Baleswar Tewari,
   " Mobarak Ali.
   " Sk. Kalee.
   " Juran Ganguly.

4. ~~xx~~ Joint Secretaries: Sri Debkumar Ganguly.
   " Prasanta Kumar Gutta.
   " Md. Akram.

5. Organising Secretary: " Rabi Sen.
   " Bachha Prasad.

The statement of policy of the Calcutta Port & Dock Workers' Union was also unanimously adopted and is attached herewith.

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INDRAJIT GUPTA M P 4 ASHOKA ROAD NEW DELHI.

UNIONS DEMAND REPRESENTATION IN PROPOSED CALCUTTA DOCK LABOUR REPRESENTATIVE MEETING CONVENED BY GENTRE ON HALDIA PROBLEM STOP AUTHORISES PRESIDENT INDRAJIT GUPTA MP TO REPRESENT THIS THIS UNION STOP LETTER FOLLOWS.

.DEVKUMAR GANGULY.

PrDtlt

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Leaflets issued by the new Calcutta Port & Dock Workers' Union.

Statement of Policy
of
The Calcutta Port and Dock Workers' Union

The Port and Dock workers of Calcutta who have in the past waged many a struggle unitedly today stand divided.

There are many unions among them but it is well known fact that there is no unity.

It is the absence of unity that explains why inspite of the great struggle waged by them recently they have not been able to garner the fruits of their struggle. The Chowdhury Commission was appointed but many of its main decisions were never implemented . The JeeJeebhy Committee has been set up but the report is still not out even after about two years of its appointment. The Pay Commission that was appointed for central Government Employees and about which the Central Government had givrn a definite promise that its decisions would be applicable to Port employees has made certain recommendations favourable to the employees but there are no indications yet that the promise will be kept. The report of the Mehta Committee was published long ago and accepted by the Government but its implementation has been sabotaged by the stevedores who are interested in retaining their grip over the Dock Labour Board. To this day the principle of election of workers' representatives to the Dock Labour Board and the Port Commissioners has not been accepted. Numerous other important demands remain unfulfilled.

Unfortunately the policy followed by the existing unions of Port and Dock workers instead of promoting the unity of the Port and Dock Workers is helping the process of disintegration and today the mass of the workers repose no confidence in any of the existing unions because they have ceased to follow a policy of unifying the workers and fighting for their real interests. Moreover the undemocratic functioning of the unions have led to an alarming situation in the Port and Dock in which many workers are losing faith in trade unionism itself.

The need of the hour is to set up a platform of unity that will stop this rot, mobilise the mass of workers and employees, restore confidence in their united strength and set an example of healthy democratic trade unionism.

It is with this object that the Calcutta Port and Dock Workers' Union is being organised. Its aim will be so strive ceaselessly for the unity of the Port and Dock Employees, its programme will be to defend their interests and to mobilise them for the achievement of their economic demands. Not hostility towards the existing unions but their unity in joint action - this will be the slogan of the Union.

That is why at the very moment of its inception the Calcutta Port and Dock Workers' Union calls upon all existing Unions of the Port and Dock employees to set up a joint Committee to defend the interests of the workers and employees and to build up a united movement to win their urgent demands.

This union looks forward to the day when there will be a single union uniting all port and dock employees functioning democratically, fighting for the true interests of the employees fulfilling the important trade union principle of one union in one industry.

(Contd. .....2.)

This union calls upon the workers of all sections to unite under the leadership of sectional Committees commanding the confidence of the employees and composed of all who will defend their interests selflessly regardless of which union they may belong to. this union pledges its cooperation with all such sectional Committees that may be existing or may be formed in future. Since this union has no interests other than those of the mass of the workers this union does not consider that there is any likelihood of differences between such sectional committees and the union arising.

Long Live the Unity of the Port and Dock Employees

Long Live the Calcutta Port and Dock Workers' Union.

(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 23-5-60

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 Dock Workers (Regulation of Employment) Scheme, 1956, the same having been previously published as required by the said sub-section, namely:-

AMENDMENT.

1. This Scheme may be called the Calcutta Dock Workers (Regulation of Employment) Amendment Scheme, 1960.

2. In the Calcutta Dock Workers (Regulation of Employment) Scheme, 1956, after clause 48, the following clause shall be inserted, namely:-

"49.A. Power of revision of the Chairman and the Deputy Chairman.

Notwithstanding anything contained in this Scheme, the Chairman, in the case of an order passed by the Deputy Chairman under clause 45, or the Deputy Chairman, in the case of an order passed by the Personnel Officer under the said clause, may at any time, call for the record of any proceeding in which the Deputy Chairman or the Personnel Officer has passed the order, for the purpose of satisfying himself as to the legality or propriety thereof and may pass such order in relation thereto as he thinks fit:

Provided that the Chairman or the Deputy Chairman shall not pass an order under this clause prejudicially to any person without giving him a reasonable opportunity of being heard."

[174(7)/59-Fac]

P D Gaiha

(P.D. Gaiha)
Under Secretary

To:

The Manager,
Government of India Press,
NEW DELHI.

Copy forwarded to the:-

for Under Secretary.

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

8 SEP 1960

287

(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 7 SEP 1960

NOTIFICATION

S.O..... The following draft of a further amendment of 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 (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 October 1960.

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 Calcutta Dock Workers (Regulation of Employment) Amendment Scheme, 1960.

P.T.O.

2. In the Calcutta Dock Workers (Regulation of Employment) Scheme, 1956, 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 work and dock workers in any ship of the Indian Navy".

/No.175(95)/60-Fac./

(R. C. Saksena)
Under Secretary

To

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

Copy to:-

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

nil
/

(J. D. Tewari)
Section Officer.

15 SEP 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 9-9-60

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 Bombay Dock Workers (Regulation of Employment) Scheme, 1956, the same having been previously published as required by the said sub-section, namely:-

AMENDMENT

1. This Scheme may be called the Bombay Dock Workers (Regulation of Employment) Amendment Scheme, 1960.

2. In the Bombay Dock Workers (Regulation of Employment) Scheme, 1956, in sub-clause (1) of clause 51, 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."

[Fac.174(8)/59]

(R.C. Saksena)

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 14 SEP 1960

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 Madras Dock Workers (Regulation of Employment) Scheme, 1956, the same having been previously published /as required by the said sub-section namely:-

AMENDMENT

1. This Scheme may be called the Madras Dock Workers (Regulation of Employment) Amendment Scheme, 1960.

2. In the Madras Dock Workers (Regulation of Employment) Scheme, 1956, 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."

/Fac. 174(8)/59/

(R.C.Saksena)
Under Secretary.

To

The Manager,
Government of India Press,
New Delhi.

Copy to :-

1. Nil
2/9

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

(J.D.Tewari)
Section Officer.

PHONE : 55729.

THE MADRAS HARBOUR WORKERS' UNION

FOUNDED IN 1946 - REGISTRATION No. 429

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

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

Ref. No. HU/AIPF/) /60

Date, 15th September 1960.

287

My Dear Com. Ganguly,

Nothing in recent times made us more happy than the receipt of your letter on the letter-head announcing the long awaited formation of the " Calcutta Port and Dock-Workers' Federation."

When Com. G.H. Kale was here we took the opportunity to discuss the question of a New Federation. He was still of the opinion that the Calcutta position was rather gloomy as the formula he gave were rejected by Dube on the one hand and by Rajani Mukerjea on the other. He was ofcourse very appreciative of our position and the sacrifices we were willing to make. And now after all that has been said and done, no one can possibly find fault with our formation of the new Union at Calcutta. The path for the formation and the emergence of a New Federation which will be really representative of Port & Dock Workers of India, has now opened up. We hope and trust our Comrades in Bombay, Kandla, Vizaq and Cochin will welcome the great move made in Calcutta.

We also hope that Com. G.H. Kale will rise to the occasion and do the needful.

Pray accept our heartist congratulations and assure the Calcutta Port & Dock Workers of the eternal solidarity of Madras Port & Dock Workers.

Greetings,

A.S.K. Iyengar (S.G.)

General Secretary.

Copy to:
1. Com. G.H. Kale - Bombay
2. " S.A. Dange - New Delhi
3. " M.V. Badram - Vizaq
4. " A.K. Shaw - Kandla
5. " [illegible]
6. " K.K. Rajan & [illegible] - Cochin
7. " D.K. Ganguly - Calcutta

13.33

Note on Police Firing in Vizag Port on 8-12-1959.

- - - - - - - - - -

The police opened fire on workers on 8-12-1959 at about 3.45 p.m. and as a result of which one died on the spot and two were injured who are now undergoing treatment in the hospital. The background for the firing is to be explained for proper understanding of the situation as the workers involved in the firing were not fighting for any demand against the employer.

The said workers are empolyed in the docks by the shipping companies and on ore-handling work by the contractor. They are divided in two unions. One is Dock Workers Union lead by Sri B.G.M. Narasingarao, M.L.A., who belongs to Sanjeevareddi's group and claims affiliation to INTUC and the other is Port Khalasis Union (PKU) lead by Sri Mahavalayyanaidu son-in-law of Sri Eti Nagayya, M.L.A., and also claims affiliation to INTUC. The workers employed in the docks are more or less equally divided in the two unions. But Dock Workers Union has greater membership of about 1,500 because the ore-handling workers are all in that union. This rivalry began one year and a half ago and since then each trying to oust the other. Added to this the employer i.e. Shipping employers Federation, particularly M/s A.A.A. Sons., are also adding fuel now and then to the fire so that it will keep on burning. They wanted to smash Narasingarao using the PKU. In doing so they had their own axe to grind. One of the partners of A.A.A. Sons recently joined congress and contested for the membership of P.C.C against Narasingarao. It is reported that there is a plan to make him (~~Sreera~~ Sreeramamurty) the municipal chairman in the coming elections and also M.L.A. in 1962. In all these things the PKU is a willing tool in the hands of the employer which was demonstrated in the recent PCC elections in which PKU supported Sreeramamurty against Narasingarao. These political factors were behind all the labour disputes in the Docks. That is why during the last six months there was stoppage of work every month followed or preceded by skirmishes and tense situation. Most of the disputes are resulted because of the unreasonable attitude of DWU. There were also stoppages of work in ore-handling work during the past one year as the contractor was Sri Nagayya and Sri Narasingarao, the president of workers union. Both of them wanted destroy each other politically which resulted in frequent stoppages. Any way the on-

handling contract went to the labour cooperative society organised by Narasingarao. Hence he is now virtually the employer since 8-12-1959 for ore-labour. He had a gala-party on the night of 7-12-59 to mark the inauguration of taking-over ore-handling work. In a way they were giddy with success.

Coming to the facts of the trouble some of the winchmen who were members of the PKU crossed over to DWU. On 7th some such winchmen were refused employment. In this connection, DWU worker gave a slap ~~on 7th~~ to PKU worker on the workspot. Both the workers live in the same locality of the town and after going home PKU retaliated. This took place on 7th. and there was no serious ~~existed~~ situation. Meanwhile it is reliably learnt that some consultations were made and on 8th at about 1 p.m. the DWU members came to the port area with an intention to pick up quarrel with PKU members and beat them up. Since the previous night and particularly since that morning some members of the DWU were found boozing in the port area.

As soon as they came near the main gate of the quay-wall one of them beat a member of the PKU. Then the DWU was in a majority. The majority of the PKU members were then on duty who were to break-off at 1 p.m. The trouble started just in front of the police station i.e. opposite to main-gate and immediately the Inspector of Police (Sri Bapanayya) and the sub-inspector (Sri Somayajulu) rushed to the scene to stop it. This was at about 1.15 p.m. and workers (PKU) on duty broke-off and coming towards the main gate to go home. When they saw their men being beaten they were rushing towards the gate. The two police officers on seeing this closed the gate and thus prevented the workers coming out and fight ~~ing~~ with the DWU members who were outside the gate. Thus the majority ~~of~~ members of PKU were inside and the DWU were outside and in between the two police officers. Then both the groups started hurling stones at each other. and also trying to cross the gate. In this critical situation the two police officers managed the situation very well risking their lives. They courageously stood in between the two vollent and warring groups inspite of continuously receiving stone hits and did not allow them to break open the gate or walk over the same. This went on for over an hour. At about 2.30 p.m. the reserve police arrived. Meanwhile the DWU members beat up every fellow there whom they considered as their enemy. They also beat one of the partners of A.R.K.Sons.

The police tried their level best to put some sobriety into the minds of the members of DWU who obviously thought they were the Govt. They refused to withdraw from the place and the police made lathi-charge. And they went on chasing the crowd which was retreating along the road leading to manganese-ore dumps. On the way a group brokeaway from the main crowd and took the side-way. When the main crowd reached the dumps area the group that broke away came behind the police party. Thus they were in between the two groups of DWU members. Some from the main crowd took the sticks from the fire-wood depot nearby and some others took manganese stones and started attacking the police. The group behind the police also started pelting stones on the~~police~~. Inspite of that the police tried to reason with the crowd but in vain. The police received injuries and in self defence they~~police~~ opened fire. First round was fired into the air and as the crowd did not show any sign of retreat the second rouid was fired on the mob. One died and the crowd then surrendered.

When the workers were fighting, at about 2 p.m. some of the port officials had I reliably understand contacted both the presidents on phone, told them that the workers belonging to the two union were fighting against each other and requested them to come to the spot and intervene but both did not go. I don't blame much the president of PKU for not having gone there because his men were being beaten up. Sri Narasingarao ought to have gone there and had he done so the crowd would have melted away and there would have been no police firing at all.

There was no protest against the firing from any quarter in the town On the other hand there was bitterness against the leadership of DWU. From this the role of the DWU can easily be understood.

The port police was meek in the begining probably because they were afraid of Narasingarao his being the a legislator of the ruling clique. However, they did not take preventive measures particularly when there was so much boozing since the morning in the area.

The situation here may be considered similar to the one prevailing in Sirpur industrial town.

12-12-1959.

- - - - - - - - - - -

INSOA INFORMATION BULLETIN

Issued by the

INDIAN NATIONAL STEAMSHIP OWNERS' ASSOCIATION

Scindia House, Ballard Estate, Bombay

VOL.XII. NO.20 June 27, 1960

CALCUTTA DOCK LABOUR BOARD RECONSTITUTED

The Calcutta Dock Labour Board, which was first constituted in 1952 to administer the Calcutta Dock Workers (Regulation of Employment) Scheme and reconstituted in 1956 for a period of three years, has now been reconstituted following the expiry of that term.

Shri K. Mitter, Chairman, Calcutta Port Commissioners, continues to be the Chairman of the newly constituted Board. Shri R. C. Julundhwalla represents the Indian National Steamship Owners' Association on the Board. The term of office of the members of the Board is three years.

The following is the composition of the newly-constituted Board:

Members representing the Central Government

1. Shri K. Mitter, Chairman, Calcutta Port Commissioners, Calcutta (Chairman)
2. Shri P. K. Chakravarti, I.A.S., Deputy Chairman, Calcutta Dock Labour Board.
3. The Regional Labour Commissioner (Central), Calcutta.
4. The Labour Commissioner, West Bengal, Calcutta.
5. The Principal Officer, Mercantile Marine Department, Calcutta.

Members representing the dock workers

1. Shri Kali Mukherjee 2. Shri Janaki Mukherjee	Representatives of the National Union of Dock Labour.
3. Shrimati Sudha Roy 4. Shri Abdus Sattar	Representatives of the Dock Mazdoor Union.
5. Shri P. K. Ganguly.	Representative of the Calcutta Dockers' Union.

P.T.O.

Members representing the employers of dock workers and shipping Companies.

1.	Shri Ranjit Mookherjee.)	Representatives of the Master
2.	Shri D. S. Bose)	Stevedores' Association.
3.	Shri K. P. Mukherjee	Representative of the Calcutta Stevedores' Association.
4.	Shri R.C.Julundhwalla	Representative of the Indian National Steamship Owners' Association.
5,	Shri D. A. Rostron.	Representative of the Calcutta Liners' Conference, Calcutta/U.S.A. Conference, Calcutta Continental Conference and Bay of Bengal/Japan/Bay of Bengal Conference.

ooOoo

PHONE : 55729.

THE MADRAS HARBOUR WORKERS' UNION

FOUNDED IN 1946 · REGISTRATION No. 429

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

287

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

Ref. No. HU/G/479/60

Date, 27 -6- 1960.

The General Secretary,
B.P.T.& General Workers' Union,
Kavarana Buildings,
Frere Road, Bombay-9.

Dear Comrade,

The MADRAS HARBOUR WORKERS' UNION sends its Greetings on the Heroic Struggle of the Bombay Port Trust Employees who have been carrying on a grim battle against the B.P.T.Authorities and in defence of the rights of Workers and against Victimisation.

The Madras Harbour Workers' Union expresses its solidarity and pledges every support in this magnificient fight of the Bombay Port Trust Employees who have said in so many words thru' their mighty Organization that if a "High Power Committee conducts an enquiry and finds that there is a primaf facie case against "the six Dismissed Workers, they ~~migh~~ may be placed under suspension if so desired.

The Madras Harbour Workers' Union is strongly of opinion that the B.P.T.& General Workers' Union has taken such an eminently reasonable stand that no fair minded person with any sense of Natural Justice, can have anything but praise for such good Trade Unionism.

Comrades, be assured that Madras Port & Dock Workers stand solidly shoulder to shoulder with you in this battle for Working-Class Rights.

Please keep us informed of developments there from time to time.

Thanking you,

Comradely Yours,

General Secretary
AITUC
4 Ashoka Rd
New Delhi
for information & publication in TU Record.
ASK
27-6

MADRAS PORT UNITED LABOUR UNION

REGD. No. 1680

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

287

Madras-1 14-6-1960.

Ref.No.PU/GOI/(11)/6/60

My Dear Sriwastav,

You must be in receipt of my letter No.Pu/GoI(11)/5/60 dated 4-6-1960 to the Transport and Labour Ministries a copy of which I sent you wherein I had given the audited figures. I am once again giving you the figures here so as to enable you to move in the matter to see that one seat of the two labour seats on the Board of Trustees, Madras Port is given to us. You may tell the authorities concerned that if this, which is just, be not done, then we reserve the right to call a "protest strike" for a day followed up with a prolonged one, if need be. The concerned Ministry should understand that in so far as this Port (Madras) is concerned to bypass the AITUC will be only provoking us and forcing us to direct action. Here are the audited figures of the above Union, on the basis of which, you must kindly do all in your power, Nanda.

Year:	Membership:
1958-59	1,243
1959-60	2,731

The figures of 2,731 is as on 31-3-1960.

Since the names have not yet been announced, I request you to kindly move urgently in the matter and oblige. Perhaps if Com. PARVATI talks to Mr. Nanda on the basis of the above figures, it may have the desired effect. If Com. DANGE has arrived, kindly see that he puts in a word.

Thanking you,

Yours truly,

A.S.K. Iyengar 14.6

(A.S.K.IYENGAR)
President

Bns.14/6.

Valand 1975 - 1017

13.37

17 JUN 1960

287

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

Government of India,
Ministry of Labour and Employment.

New Delhi, the 15 JUN 1960

NOTIFICATION.

S.O. The following draft of certain further amendments to the Indian Dock Labourers Regulations, 1948, which it is proposed to make in exercise of the powers conferred by section 5 of the Indian Dock Labourers Act, 1934 (19 of 1934), is published, as required by section 7 of the said Act, for the information of all persons likely to be affected thereby and notice is hereby given that the draft will be taken into consideration on or after the 25th July, 1960

Any objection or suggestion which may be received from any person with respect to the said draft before the date specified will be considered by the Central Government.

DRAFT AMENDMENTS.

1. These Regulations may be called the Indian Dock Labourers (Amendment) Regulations, 1960.

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 provisions 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 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).....

(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 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 ScheduleII."

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 entered in, or attached to, the Register in Form II.

(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 "gangway" the words "deck, 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, shackel, swivel, pulley block, rope or other 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.

13. For the existing Form III, in the said Regulations, the following shall 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 of 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 above 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 regulations 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:-

Safe Working Load	Proof Load
Up to 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 (1) 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 premanently 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 appliable only to a swinging derrick. When using fixed derricks, such as "union purchase" rigs, the safe working load should 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 the appropriate shrouds and stays are rigged.

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

14. For the existing Form IV, in the said regulations the following shall be substituted, namely:-

"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 before 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)
	Feet	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 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 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), 1932, adopted by the International Labour Conference.

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

1. (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:

Safe Working Load	Proof Load
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 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 owning 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.

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.";

15. For the existing From V, in the said regulations the following shall be substituted namely:-

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

7. Name and address of makers or suppliers .....

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

9. 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 ofwhich 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 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 forthe 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:-

Article of Gear	Proof Load
Chain, Ring, Hook, Shackle or Swivel.	Twice the safe work 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
Hand operated Pulley Blocks used with pitched Chains and Rings, Hooks, Shackles or Swivels permanently attached thereto	the safe working load

(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 part 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".

16. For the existing Form VI, in the said regulations the following shall be substituted namely:-

"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 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".

17 For the existing Form VII, in the said regulations the following shall be substituted namely:-

"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 (1) 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 ..... date .....
Person (see Note 2)

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).

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

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:-

Class of Gear	If used of lifting machinery driven by power	If used solely on lifting machinery worked by hand
Half inch(12.5 mm) 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
(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".

10. For the existing Form VIII, in the said regulations the following shall be substituted namely:-

"Form VIII

Certificate No.....

THE INDIAN DOCK LABOURERS REGULATIONS, 1948
REGULATION 28.

Certificate of Annual Thorough Examination of Gear exempted from Annealing.

Distinguishing number or mark	Description of Gear	Number of certificate of test and examination	Remarks
(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 overleaf.

4. This certificate is optional. The above particulars may be entered in Part III of the Register (Form II).

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

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 dismentled.

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'.

19. 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 "deck, 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, chain, ring, hook, shackel, swivel, pulley block, rope or other 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 "11" 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.

[Fac.38(113)]

(P.D. Gaiha)
Under Secretary

To

The Manager,
Government of India Press,
New Delhi.

Copy to:-

1/6

(J. D. Tewari)
Section Officer

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

MEMORANDUM OF SETTLEMENT BETWEEN THE TATA IRON & STEEL COMPANY, LTD., JAMSHEDPUR, AND THE TATA WORKERS' UNION ARRIVED AT IN CONCILIATION PROCEEDINGS HELD BY THE CONCILIATION OFFICER (LABOUR COMMISSIONER), BIHAR

Whereas the Tata Iron & Steel Co., Ltd., Jamshedpur, (hereinafter referred to as 'the Company') and the Tata Workers' Union (hereinafter referred to as 'the Union') entered into two comprehensive Agreements dated the 8th January, 1956 and the 4th August 1956; and

Whereas the said two Agreements were incorporated in a Memorandum of Settlement between the Company and the Union dated the 8th November, 1957; and

Whereas it was mutually agreed in Clause 24 of the Agreement dated the 8th January, 1956, that, after the completion of the expansion of the Company's plant and of the job evaluation programme, the Company and the Union would negotiate revised wages and emoluments for (a) Workers in the plant; (b) Supervisory Staff in the Plant within the sphere of the Supervisory Unit of the Union; and (c) Town and other employees outside the Works; and

Whereas the Company and the Union failed to come to an agreement, during the negotiations, regarding the revised wages and emoluments of the aforesaid employees; and

Whereas the Union made a demand in September 1958 for an increase in dearness allowance which has been pending in conciliation; and

Whereas the Union made some further demands on the Company in its letter dated the 20th January, 1959; and

Whereas the Company and the Union could not come to an agreement on these demands; and

Whereas the parties agreed to refer these matters to conciliation by the Conciliation Officer, Bihar; and

Whereas the conciliation officer has advised, and made certain recommendations to the Company and the Union, on considering all aspects of the matter, including the need for maintaining good industrial relations and industrial peace in the interest of production; and

Whereas the parties have agreed to accept and abide by the advice of the Conciliation Officer; and

Whereas it is necessary to enter into another Agreement with a view to continuing sound and cordial relations between the Company and the Union so as to promote the interests of the employees and the efficient operation of the Company's business.

It is hereby mutually agreed as under:

I. SCOPE

1. This Memorandum shall cover the workers and the supervisory staff at Jamshedpur coming within the sphere of the Tata Workers' Union and the supervisory unit of the said Union respectively.

II. RATIONALISATION AND SIMPLIFICATION OF THE WAGE STRUCTURE

2. In order to provide a simplified basis for a revised wage structure, the existing basic grades as well as fixed rates of daily-rated employees shall be rationalised into 26 basic grades as shown in Appendix 'A' hereto, and all the existing daily-rated designations whose maximum falls into higher grades shall be converted into monthly-rated designations.

3. Weekly paid employees like rejas (women workers) and mazdoors and other daily-rated monthly paid employees like relief-men, sweepers and office boys who are on fixed rates of pay at present shall be fitted in appropriate grades of pay as shown in Appendix 'A' hereto.

4. The existing rates of pay of daily-rated employees and the corresponding rates of pay in the rationalised wage structure, which will form the basis of the revised wage structure, shall be as shown in Appendix 'B' hereto.

6. The structure of wages shall be simplified and shall in the case of those at present in receipt of production and maintenance bonuses consist of three components only, viz., (1) A basic wage; (2) A consolidated dearness allowance; and (3) An incentive bonus; and in the case of those who are at present in receipt of service bonus shall consist of only two components, viz., (1) A basic wage; and (2) A consolidated dearness allowance.

7. With a view to provide the equivalent of performance bonus during earned leave and also to improve and liberalise the present emoluments of workers and their provident fund and retiring benefits, the production bonus, maintenance bonus and service bonus of the employees in the production, maintenance and service departments respectively, shall be merged with and form part of the basic wages of such production, maintenance and service personnel. Although the average earnings by way of bonus for the period 1st July to 31st December, 1958, for such production, maintenance and service personnel were 55.3%, 45.3% and 15.1% of the basic wages respectively, the Company has agreed that the factor to be merged with such basic wages for such bonuses shall be increased with effect from 1st April 1959, as follows:

-- In the case of such production personnel to 63.1% of the existing basic wages;

-- In the case of such maintenance personnel to 53.1% of the existing basic wages; and

-- In the case of such service personnel to 17.7% of the existing basic wages.

For the production and maintenance personnel in Agrico (excluding the weekly paid employees), who are not in receipt of performance bonus, a part of the existing piece-rate bonus equal to 50% of the existing basic wages shall be merged with the basic wages, and a corresponding adjustment made in the piece-rate bonus.

8. The performance bonus of Burra weeklies who at present get 66.6% of production and maintenance bonus, and the performance bonus of Burra monthlies who get 50% of production and maintenance bonus, shall be merged

merged in and form part of the basic wages. For the purpose of such merger, the same factor as mentioned in Clause 7 above shall be taken into account.

In the case of weekly paid employees in Agrico, except those in the service bonus group, the grades of pay shall be the same as for similar employees in the production bonus groups in the main Works, and a corresponding adjustment shall be made in their piece-rate bonus.

9. The Good Attendance Bonus shall also be merged with and form part of the basic wages, calculated at the existing rates in relation to the existing basic wages.

III. WEEKLIES

10. All such employees as are being paid on a weekly basis shall, in future, be paid on a monthly basis, and will be eligible for the benefits of daily-rated monthly-paid employees.

IV. REVISION OF WAGES AND EMOLUMENTS

11. (a) The Company agrees to give an increase in the existing basic wages of its employees which will amount to an average of about 15% of the existing basic wages, ranging from 33% of the existing basic wages for the lowest paid employees to 8% of the existing basic wages for the highest paid employees coming under the scope of this Memorandum.

(b) The revised grades and scales of wages of (i) daily-rated employees; (ii) monthly-rated employees, excluding the ministerial staff (upto the rank of chief clerk); and (iii) the ministerial staff (upto the rank of chief clerk); shall be as set out in Appendices C, D, E, F, G, H, I, J, K, hereto, and shall continue to be in force for a period of three years.

V. DEARNESS ALLOWANCE

12. (i) The existing dearness allowance, food rebate and emergency bonus shall be consolidated into and replaced by a new consolidated dearness allowance

providing for the elimination of the existing difference in food rebate between the 'married' and 'bachelor' employees.

(ii) The dearness allowance rates shall be related only to the basic wages and acting allowance of employees.

(iii) Only fifty per cent of the consolidated dearness allowance shall be taken into account for the purpose of computation of gratuity in the case of all daily-rated employees as well as such monthly-rated employees whose revised basic rate of pay does not exceed Rs.900 per month.

VI. AD HOC PAYMENT

13. In order to provide immediate relief to employees, an ad hoc payment of Rs.8 per head per month, based on attendance, shall be made for the period 1st November, 1958 to 31st March, 1959.

VII. TOWN AND OTHER EMPLOYEES OUTSIDE THE WORKS

14. As a measure of goodwill and gesture to the employees of the Town and other departments outside the Works, in the present upward revision of wages and emoluments, they shall be treated on the same basis as employees inside the Works.

VIII. INCENTIVE BONUS

15. (a) The incentive plans of production and maintenance departments, excluding Agrico, shall be modified as under:

(i) Production Department:

Daily-Rated Staff: The incentive plans for the daily-rated staff in the production departments which are on a daily money basis shall be so revised that the incentive bonus will be paid not only in relation to the existing grades as decimalised and rationalised in accordance with Clause 2 of this Memorandum, but also on the general increase in basic wages given as per Clause II of this memorandum.

Monthly-rated Staff: The monthly-rated staff in the production departments will be paid incentive bonus on a percentage basis, such percentages being related to average performance during the month (equipment and labour performance or per capita performance as the case may be) instead of being related to the percentage bonus earnings of the workers under them as at present. Such percentage will be so revised as to provide for the payment of incentive bonus not only in relation to the existing grades as decimalised and rationalised in accordance with Clause 2 of this Memorandum but also on the general increase in basic wages given as per Clause II of this Memorandum.

(ii) Maintenance department - Daily-rated and Monthly-rated Staff: The incentive plans for the maintenance departments which provide for the payment of bonus as a percentage of the basic wages shall remain as percentage plans, as at present, but the existing percentage will be so revised as to provide for the payment of incentive bonus not only in relation to the existing grades as decimalised and rationalised in accordance with Clause 2 of this Memorandum, but also on the general increase in basic wages given as per Class II of this Memorandum.

(b) The incentive plans for Agrico employees shall be modified as under:

Direct workers: The piece-rates for the direct workers shall be established on the central value of the existing grades as decimalised and rationalised in accordance with clause 2 of this Memorandum, plus the wage increase given as per Clause II of this Memorandum.

The piece-rate incentive bonus will be paid after excluding the daily output corresponding to the part of the piece-rate bonus merged with the basic rates in accordance with the sub-clause to clause 7 of this Memorandum.

Indirect Workers and Supervisors: For indirect production and maintenance personnel and supervisors, the current system of bonus payment will be maintained

of this Memorandum in the case of the daily-rated staff, but also on the general increase in basic wages given as per clause II of this Memorandum.

IX. JOB EVALUATION

16. The Job Evaluation Programme shall be considered as a seprate project from the wage structure, and the timing and the manner of its implemention shall be established by mutual agreement between the Company and the Union.

X. ANNUAL BONUS

17. The Agreement for profit-sharing bonus having expired, the parties agree to negotiate an 'ad hoc' bonus for 1958-59. They further agree to settle, by mutual negotiation, a scheme of Annual Bonus for the subsecuent three years, within six months from the 1st April 1959.

If there is no agreement between the parties, the matter shall be referred to a mutually agreed Arbitrator, and, failing such agreement to two arbitrators, before proceeding with the reference to arbitration and decision of the sole Arbitrator, or the two Arbitrators and failing agreement between them, of the umpire, as the case may be, shall be binding on the Company and the Union.

XI. CONSTRUCTION OF QUARTERS

18. In the Agreement of January, 1956, the Company had agreed to construct 20,000 quarters by 31st March, 1959, subject to certain conditions. 8,000 of these quarters have already been completed. The remaining 12,000 quarters which could not be completed will be completed by 31st March 1960. The Company further agrees to construct another 1000 quarters by the end of 1961-62 at the rate of 500 quarters a year.

XII. HOSPITAL FACILITIES

19. The Company agrees to improve further the existing hospital facilities by adding to the hospital accommodation.

XIV. EFFECTIVE DATE

21. The provisions of this Memorandum, save as otherwise hereinbefore stated, shall take effect from 1st April, 1959.

XV. CONTINUANCE OF EARLIER MEMORANDUM OF SETTLEMENT

22. The provisions of the hereinbefore recited Memorandum of Settlement dated the 8th November, 1957, shall continue in full force and effect upto the 31st March 1959.

ON BEHALF OF
THE TATA IRON & STEEL CO. LTD.

Sd. J.J.Ghandy,
Director-in-Charge

Sd. M.K.Powala,
Director

Sd. R.S.Pande
Director of Personnel

ON BEHALF OF
THE TATA WORKERS' UNION

Sd. M. John,
President

Sd. R.L.Verma,
Deputy President

Sd. V.G.Gopal,
General Secretary

Sd. S.N.Pande,
Commissioner of Labour
and Conciliation Officer, Bihar

Jamshedpur,
Dated the 18th February 1959.

TISCO NEW GRADE AND D.A. SCHEME

Old Rate	New Rate to Last Grade		Chart of D.A. From to -	Amount
Rs. A. P. Rs.A.P.	Rs. nP	Rs. nP	Rs.	Rs.
1.1.0	1.90	2.18	upto 75	45
1.4.0	2.18	2.46	to 90	47
1.6.0 to 1.10.0	2.75	3.19	to 105	51
1.8.0 to 1.10.0	2.75	3.19	to 125	54
1.8.0 to 1.12.0	2.96	3.42	to 150	56
1.10.0 to 1.14.0	3.19	3.63	to 175	58
1.12.0 to 2.0.0	3.42	3.86	to 200	62
1.14.0 to 2.3.0	3.63	4.23	to 225	66
2.2.0 to 2.6.0	3.86	4.54	to 250	69
2.4.0 to 2.10.0	4.10	4.98	to 300	75
2.5.0 to 2.13.0	4.44	5.32	to 350	82
2.8.0 to 3.0.0	4.78	5.66	to 400	86
2.12.0 to 3.4.0	5.23	6.11	to 500	94
3.3.0 to 3.14.0	...	...	to 550	100
3.7.0 to 3.15.0	6.46	7.82	to 600	108
3.11.0 to 4.3.0	6.90	7.82	601	114
4.2.0 to 4.14.0	7.86	9.04	to 1250	114
4.7.0 to 5.4.0	8.26	9.27		
5.1.0 to 5.14.0	9.39	10.83		
5.7.0 to 6.13.0	10.04	12.08		

EXISTING WAGE STRUCTURE IN TISCO

At present the TISCO pays the following rate of basic wages and D.A.:

BASIC WAGES: (a) Monthly paid: ~~(b) Basic wages~~

(1) Skilled workers - Basic wages vary from Rs.2.5.0 to 18.4.0 per d

(2) Semi-skilled & Unskilled - do- Rs.1.5.0 to Rs.2.3.0 "

(3) Weekly paid daily rated ; Men - Rs.1.4.0
Rejas Rs.1.1.0
Office boy Rs.1.0.0

(4) Monthly-rated monthly paid workmen - from Rs.24.00 per month upwards

COST OF LIVING ALLOWANCE: comprised of Dearness Allowance, Emergency Bonus and Food Rebate.

Dearness Allowance	- basic wage of Rs.100 or less	-	Rs.15.00 per month
	" Rs.101 to 200	-	19.50
	Rs.201 to 300	-	24.00
	Rs.301 to 400	-	30.00
	Rs.401 to 500	-	37.50
	Rs.501 and above	-	50.00

Emergency Bonus	- upto Rs.50	-	Rs.5.00
	Rs.51 to Rs.500	-	10% of the basic pay

Food Subsidy:	Single	Married
Daily rated	12.8.0	17.0.0
wages upto Rs.10 per day	3.9.0	4.14.0
Wages over Rs.10 per day monthly-rated	?	
Wages upto Rs.250 p.m.	12.8.0	17.0.0
Wages upto Rs.255 p.m.	6.8.0	11.0.0
Wages upto Rs.260 p.m.	3.9.0	6.0.0
Wages over Rs.260 p.m.	3.9.0	4.14.0

marginal adjustment are made wherever necessary.

It can, therefore, be seen that the minimum cost of living allowance that an unskilled worker of the lowest category who is not married, gets is only (DA - 15; plus E.B. 5; plus 12.8.0 F.S.) Rs.32.8.0 per month. If that worker is married, then the cost of living allowance becomes Rs.37 per month.

13.40

7 JUN 1960

MADRAS PORT UNITED LABOUR UNION

REGD. No. 1680

287

President :
A. S. K. IYENGAR M.A. MEMBER, BOARD OF TRUSTEES, MADRAS PORT.
Vice President : P. R. GANESAN B.E. K. T. K. THANGAMANI, M.A., BAR-AT-LAW., M.P.
Hony. Secretary: D. CUNNIAH C. RAMACHANDRAN.

Ref.No.PU/GoI(11)/5/60 Madras-1 4-6- 1960.

The Hon'ble Dr. P.Subbaroyan,
Minister for Transport and Communications,
Government of India,
New Delhi. ..... (1)

The Hon'ble Shri Gulzarilal Nanda,
Minister for Labour,
Government of India,
New Delhi. ..... (2)

The Chief Labour Commissioner(Central),
Government of India,
New Delhi. ..... (3)

Dear Sir,

Sub: Representation of this Union on the Board of Trustees Madras Port.
Ref: Our letter No.PU/MPT-C(1)/34/60 d/21-1-1960. addressed to the Chairman, Madras Port Trust.

-X-X-X-

The two Labour Seats on the Board of Trustees Madras Port, still remain vacant and the Government of India have not yet been pleased to nominate Representatives of Labour on it. Since the Board of Trustees have been meeting regularly every fortnight, the interests of the Workers under the Trust, goes by default.

We pray that you may be pleased to nominate two Labour Representatives at an early date and oblige.

By our letter under reference we had brought it to the notice of the Chairman Madras Port Trust, that

"Our Union represents the overwhelming majority of workers in the following Departments of Madras Port Trust.

"Engineering (Mechanical), Engineering(Civil), Traffic (Porterage), Traffic (Shipping), Conservancy; Dredger."

The Audited Membership of our Union for 1958-59 was 1243 of whom 888 are fully paid. This figure also represents the verified membership in the beginning of this Year.

The present membership as on 31-3-1960 is as follows:-

Membership .....2,731.; Full Paid Membership: ....931.

It will thus be seen that this Union, in its own rights, should be given a seat on the Board of Trustees this year, as you were pleased to do last year. It will not be in consonance with Natural Justice if the seat occupied by Shri [illegible]

We hope and trust that Justice would be done or else large masses of Workers under the Port Trust would be thoroughly disappointed.

Hoping to be excused and trusting that Justice would be done by nominating our Representative on the Board of Trustees and oblige.

Thanking you,

Yours truly,

C. Ramachandran

General Secretary

Bns.4/6.

May 27, 1960

Dear Com.Iyengar,

I am informed that in the Advisory Committee on the Port side, in Madras, both the labour seats will go to HMS on reconstitution.

This is stated to be on the basis of verified membership. The HMS claimed in Madras Port 2,000 and got verified membership of 1,760. We claimed 1575 and the verified figure was 358. These figures are for 1957-58 but it seems the provisional verified figures for 58-59 also are more or less the same.

It is said that since the HMS union has over 65% membership, both the seats will be given to it.

With greetings,

Yours fraternally,

(K.G.Sriwastava)

D.L.B.

સીમેન્ટ એમ્પલોઈઝ યુનીયન

રજી. નં. ૨૩૪૬ 20 MAY 1960 સરદાર વલ્લભભાઈ પટેલ રોડ,

૯. પોરબંદર, તા. _____ ૧૯૫

મે. મેનેજર સાહેબ.
સીમેન્ટ વર્કસ
પોરબંદર.

વિષય:- કોન્ટ્રેક્ટ પદ્ધતિ નાબુદ કરેલ ખાતામાં કોન્ટ્રેક્ટ પદ્ધતિ દાખલ કરવા સામે.

મે. મેનેજર સાહેબ,

વિનંતી સાથે જણાવવાનું કે હમણાં હમણાં આપણા કારખાનામાંથી કેટલાકે કામદારોને તેઓના ૮૪ આખાને છુટા કરવામાં આવેલ છે. જેનાં કારણમાં વધારે માણસોની જરૂર ન હોવાનું જણાવેલ છે.

દા.ત. આપની તા. ૧૦-૮-૫૮ ની

સીમેન્ટ એમ્પલોઈઝ યુનીયન

રજી. નં. ૨૩૪૬

સરદાર વલ્લભભાઈ પટેલ રોડ,

પોરબંદર, તા. _____ ૧૯૫

જોઈવાળ.

૨

મુજબ સફેદ સીમેન્ટ ઉત્પાદન કરવાનો નિર્ણય કું. એ કરેલાં માલસો ઘટાડવાનું અનિવાર્ય બન્યું છે.

ઉપર મુજબની નોટીસનાં પરિણામે ૬૦ માણસો ઘટાડવામાં આવ્યાછે, જેમાં આશરે ૩૫. સ્ત્રી કામદારોછે.

જ્યારે દેશમાં ગ્રે સીમેન્ટના કારખાના નવા ખોલાયછે, એટલે દેશની ગ્રે સીમેન્ટની હજુ માંગ વધતી જાયછે. ત્યારે ઉપરના કારણે ૬૦ કામદારો બોજા કરવામાં આવ્યા તે ખેદ જનક અને નસામજ રહેવાય તેવું છે.

સફેદ સીમેન્ટનું ઉત્પાદન ખાતું જે બીજું કારખાનું કરવાનું નક્કી

કર્યું હતું જેમાં જુના માણસોને રાખી કામ લઈ શકાત. અને સરપ્લસ સામેન માટે ઘટતા નવા માણસોની ભરતી કરી દેશમાં વધતી જતી બેકારી ઓછી કરી શકાત.

આમ ઓદ્યોગ કર્યા પછી (Retrench કર્યા પછી) દર મહિને લગભગ વીસેક હિસાબ કારી એવી સંખ્યામાં સ્ત્રીકામદારોને કામે રોજનદારી થી બોલાવવામાં આવેછે.

જો પહેલેથી આમ ન કર્યું હોત અને જરૂરી સ્ત્રી કામદારોને કામે રાખવામાં આવી હોત તો તેને કૃત્રિમ ખાતબોર બધું ન પડત.

અમારી જાણ મુજબ કું. જ્યાં (સ્ત્રીએ પુરૂષ) કામદારો કાયમી તરીકે કામ કરેછે તેઓને રૂદાવી ત્યાં (બેગન લોડીંગમેન લોડીંગમેન) કુન્ટ્રાટી પદ્ધતિ દાખલ કરવા

સીમેન્ટ એમ્પ્લોઈઝ યુનીયન

રજી. નં. ૨૩૪૬ સરદાર વલ્લભભાઈ પટેલ રોડ,

પોરબંદર, તા. _____ ૧૯૫

કું. વિચારે છે. આ રકીકત સાચી હોયતો કું. પોતાનો નફો વધારવા અને કામદારોને લોગો Retrench કરવાની પદ્ધતિ અખત્યાર કરવાનું આ પગલું છે. એ સરકાર ના Rationlisyaition Without ~~tokens~~ tears. તથા છટણી ના મૂળભૂત સિદ્ધાંત થી તેમજ રાજ્યની સમાજવાદી ધોરણથી ઉલટું હોય ગેરકાનુની, અન્યાય અને ગેરવ્યાજબી છે. કું. નો ઈરાદો અમારી માગણિ મુજબ પુરાવો હોવાછતાં અને ખુલ્લાં ચિત્રે આપના તરફથી આ અંગે શોશાની આશા રાખીએ છીએ.

જો આવાત ખોટી રશે તો અમેઆદ ના પત્રથી જણી રાજુ થશું.

આપના પત્રની રાર જોઈએ છીએ.

લી.

સીમેન્ટ એમ્પલોઈઝ યુનીયન

રજી. નં. ૨૩૪૬ સરદાર વલ્લભભાઈ પટેલ રોડ,

૫. પોરબંદર, તા. _____ ૧૯૫

જકાત રેલવાના એ.સી.સી.

૧. મે. મેનેજીંગ ડાયરેક્ટર, હેડ ઓફીસ મુંબઈ.

૨. સેક્રેટરી જ.જ. ધારાધર A.I.C.W.F. મુંબઈ

3. A.I.T.U.C. ન્યુ દિલ્હી.

૪. મંત્રી G. P.T.U.C. વડોદરા.

૫. પ્રમુખ G. P.T.U.C.

૬. મજુર પ્રધાન. અમદાવાદ.

૭. લેબર કમિશનર "

૮. ~~મુકુર~~ મજુર પ્રધાન ગુજરાત રાજ્ય, અમદાવાદ

૯. ઓસી. લેબર કમીશ્નર. રાજકોટ.

૧૦. ફેકટરી ઈન્સપેકટર. જુનાગઢ.

૧૧. મજુર પ્રધાન. ન્યુદિલ્હી.

૧૨ સેલ્સ કલેકટર જુનાગઢ.

13 ડીવીઝનલ કમીશનર. રાજકોટ.

May 19, 1960

General Secretary,
Madras Harbour Workers Union,
1/73 Broadway,
Madras 1

Dear Comrade,

On behalf of the All-India Trade Union Congress, we send you our fraternal greetings and good wishes on the occasion of the Second Harbour Workers' Conference.

From the preparations that you have been making, it is evident that the Second Harbour Workers' Conference will be a unique event and will be a fitting demonstration of the grand unity of the Madras Harbour workers around your union and a tribute to the glory of the martyrs who fell in the great struggle of 1958.

The Madras Harbour Workers Union has shown commendable initiative, without in the least impairing its efficient organisation for day-to-day TU functioning, in organisation of the cooperative movement and in sponsoring cultural activities. The union has also instilled among its members a deep sense of working class solidarity and the AITUC proudly recalls the magnificent contributions made by your union to the AITUC Building Fund. We wish you greater successes in the years ahead and we are sure, your Second Conference will be a milestone in your march ahead.

With warm greetings,

Yours fraternally,

(K.G.Sriwastava)
Secretary

May 19, 1960

Dear Com.Iyengar,

Enclosing a message to your conference.

2. We have moved in the matter of visas and have also informed the Embassy.

3. Com.Ghate will be attending, if he could get a plane booking for which he is trying - he is trying to get a booking by tomorrow morning or alternately day after.

With greetings,

Yours fraternally,

(K.G.Srivastava)

17 MAY 1960

C.-3

INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at ____ H. ____ M.

GD MADRAS 17.

AITUCONG DELHI.

PRAY WIRE TIME OF ARRIVAL XXX AT MADRAS OF DELEGATION FROM YOUR COUNTRY FOR HARBOUR WORKERS CONFERENCE COMMENCING 21ST MAY.

.....

.... IYENGAR.

AT 12.35.

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.

MGIFP Ah.—121—30-4-57—91,370 Bks.

20 MAY 1960

THE COCHIN PORT EMPLOYEES UNION

(REG. NO. 199/55)

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

OFFICE: T. U. HOUSE
CANNON SHED ROAD
ERNAKULAM

President: T. C. N. MENON, M. P.

Gen. Secy. K. A. RAJAN

287

Date 10th April 1960.

MEMORANDUM

Submitted before the
Honourable Minister for Transport & Communications,
Government of India, New Delhi, CamP: Cochin.

S i r,

The Cochin Port Employees' Union, the most representative organisation of the workmen directly employed under the Cochin Port Administration, submit the following for your kind consideration.

The Port of Cochin is one of the five Major Ports of India situated on the West Coast occupying a strategic position with its immense natural facilities. It is the only port transacting the greatest volume of Dollar earning export, thereby safeguarding the foreign exchange position of our State. While all other Major Ports viz., Calcutta, Bombay, Madras, etc. are administered by statutory multimember bodies called Port Trusts, this Port is being administered by an Officer responsible to the Ministry of Transport.

Our Union mainly represents the Class IV employees working in the various departments of the Port viz., Dry Dock, Workshop, Electricity and Electrical Cranes, Civil and Sanitary, Dredging, Water Barges and Motor Launches, Marines, etc. Eager as we are to maintain industrial peace in this vital link of national economy; and also as we are dedicated to a policy of keeping good industrial relations in this Major Public Sector, we hope that you will be good enough to have a sympathetic consideration to the problems enumerated hereunder.

1. <u>Classification and categorisation of Employees</u>: As you are aware, the Government of

contd.

THE COCHIN PORT EMPLOYEES UNION
(REG. NO. 199/55)
AFFILIATED TO A. I. T. U. C. & W. F. T. U.

OFFICE: T. U. HOUSE
CANNON SHED ROAD
ERNAKULAM

President: T. C. N. MENON, M. P.
Gen. Secy. K. A. RAJAN

Date.....

India has under its Ministry of Transport and Communications (Department of Transport) Resolution No. 23-PL(91)/58 dated August 23, 1958 (published in the Gazette of India Extraordinary, Part I - Section I, No.84A dated August 25, 1958 at pages 790A to 790C) Constituted a committee for the classification and categorisation of Class III and Class IV employees of Major Ports. But we are sorry to say that the above committee has not finalised its report even after the past long eighteen months. As the workers are eagerly waiting for the implementation of the recommendations, we request you to take immediate steps to speed up the working of the committee.

2. Pay scales fixation. In fixing the grades and trades at the department level, in the light of the 2nd Pay Commission recommendations, representatives of trade unions of this Port should be associated and consulted.

3. Dearness allowance. The Government may be pleased to modify the recommendations on D.A. and link it with the cost of living index as against the present too dilatory recommendation.

4. Application of recommendations. Recommendations should not be applied in such a manner as to deprive the full advantages. The recommendations of the Commission regarding pay scales and allowances, etc. should have been made applicable from 1-7-1957 the date from which the iterim relief was given. For the delay in the submission of the report of the Commission, employees should not be made to suffer. And more over the arreas should be paid in cash and not credited to Provident Fund.

5. Classification of Port employees. In this Cochin Port, as it is, employees are classified, into four:-

i) staff of regular establishment and the work

contd.

THE COCHIN PORT EMPLOYEES UNION
(REG. NO. 199/55)
AFFILIATED TO A. I. T. U. C. & W. F. T. U.

OFFICE: T. U. HOUSE
CANNON SHED ROAD
ERNAKULAM

President: T. C. N. MENON, M. P.
Gen. Secy. K. A. RAJAN

Date.....

charged establishment, who are not governed by the Civil Services rules.

ii) Permenant workmen (monthly paid)

iii) Temporary workmen (monthly paid)

iv) Casusal workers (daily paid).

The second category of workers i.e. the permenant workmen (monthly paid) are not given all the benefits of Class IV employees, the the last category as recommended by the Central Pay Commission. In certain cases they are discriminated. Their number comes to more than 700, spread in various departments. This discrimination shown to these workmen, who have put long continuous years of service is unjust. Hence it is requested that the category of workmen known as 'Permenant workmen (monthly paid' should be abolished and be put under the 1st category i.e. 'staff of regular establishment and the work charged establishment who are not governed by the Civil Services rules'.

6. Permenancy for temporary workers. All temporary workers who have completed one year of service should be made permenant.

7. Appointment of adequate personnel. This Port of Cochin, as it is, is understaffed at present; there is a dearth of adequate personnel and this shortage is increasing year by year due to the increasing quantum of work in this Port on the one side and the decreasing number of personnel due to retirement and other causes, especially in the Mechanical, Civil and Sanitary sections. The situation is further worsoned due to the fact that there are no reserve men to substitue regular absence due to leave and other causes, which increases the work-load to a considerable extent every day. Therefore we make the following suggestions:-

contd.

THE COCHIN PORT EMPLOYEES UNION

(REG. NO. 199/55)

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

OFFICE: T. U. HOUSE
CANNON SHED ROAD
ERNAKULAM

President: T. C. N. MENON, M. P.

Gen. Secy. K. A. RAJAN

Date.....

a) The requirement of adequate personnel should be scientifically assessed in each department
b) A normally fixed reserved workmen should be kept on the pay roll to replenish absence
c) Vacancies should be filled then and there, and fresh appointments should be made whenever work is increased
d) The present unfair practice of deputing casual workers especially in the maintenance ~~system~~ section instead of appointing adequate personnel should be stopped.

8. Night shift allowance. Workers who are made to work in night shifts should be given an extra allowance as night shift allowance.

9. Free transport facilities. Free transport facilities should be provided for those workers for whom other normal transport facilities are not available, especially at night hours.

10. Tripartite decisions. The tripartite decisions on industrial relations arrived at the Indian Labour Conference, of which the Government being a party, should be honoured and implemented in this Port.

Yours truly,

K. A. Rajan

K.A. Rajan,
General Secretary.

May 13, 1960.

Dear Com. Iyengar,

Your letter dated 30th April and 7th May of Com. Dange.

As you might be aware, he was in Calcutta during this period and is now in Bombay on his way to Prague and Peking.

We are glad to know about the visit of the foreign delegations to your conference.

At Delhi, we will receive the delegates, show them round the historical places and arrange a discussion about TU movement in general, with the officials of the AITUC present here. More than this, I am afraid, will not be possible for us.

As regards their visit to other centres - in Calcutta, this should be done by our comrades and in Bombay - may be, Com. Kale undertakes it. It is our suggestion that don't send them to more places. In any case, it is regretted that the AITUC is not in a position at the moment to undertake any financial obligation re. their visit and stay.

We are telephonig to the External Affairs Ministry re. grant of visa to these friends from abroad.

As Com. Dange has been called by Com. Louis Saillant earlier to meet the Sectt of the WFTU at Prague, before proceeding to Peking for WFTU General Council meeting (the Prague meeting has been due since January 1960 and was fixed and cancelled five times), he has to leave on 18th inst. for Prague en route to peking he is at the moment in Bombay.

With greetings,

Yours fraternally.

4 MAY 1960

Second Harbour Workers' Conference

MADRAS

A. S. K. IYENGAR, M.A.
nber Madras Dock Labour Board,
& Madras Port Trust
Secretary.
Reception Committee

Phone: 55729

Bhagat House
1/73, Broadway,
MADRAS-1.

Ref No: Conf/VIP/12/60

Dated, 30 -4- 1960.

My Dear Com. Dange,

YESTERDAY (29-4-1960) the Labour Attache to the U.A.R. Embassy in Delhi spoke over the Phone to us and informed us that the Invitation expended by us to the Government U.A.R. to kindly send a Dockers Delegation to our Conference has been accepted and that a Delegation will leave U.A.R for the 2nd Harbour Workers' Conference.

TO-DAY I have received the following Cable from Moscow which I am communicating to you:

.....

IYENGAR ASK BROADWAY BHAGATHOUSE 1/73 MADRAS-1.

CENTRAL COMMITTEE OUR UNION DECIDED SEND DELEGATION YOUR CONGRESS CONSISTING T CHOUBATY MIKHAIL STEPANOVITCH HEAD OF CENTRAL COMMITTEE DEPARTMENT COMMA ALIEV AHMED IBRAGHIMOVITCH CHAIRMAN OF TRADE UNION CASPIAN SEA BASIN COMMITTEE COMMO KLIMOV IGOR KONSTANT INOVITCH INTERPRETER STOP WE APPLIED FOR VISAS INDIA EMBASSY IN MOSCOW STOP=

GHEORGHII SAENCO CHAIRMAN SEA RIVER WORKERS UNION CENTRAL COMMITTEE +

.....

From this Cable you will kindly see that we at this end must bring pressure on the Government to see that Pass Ports and Visas are issued in time to that Delegation.

I would request you to do the needful in this behalf and oblige.

I have been banking heavily on your Presence here to guid us thru' out our Conference. And now it looks as if you will not be available to us. I am beginning to feel nervous as to whom I can look up for necessary guidance and help the immense Task ahead. In any event I hope and trust that you will write out for me all necesssary tips as to how best I can conduct the Conference.

Since at least the above 2 Delegations are sured to be here don't you think that some Programme for them going round the Country has also got to be planned by us. If so what would you ask me to do? Kindly leave deffinite instructions with AITUC Office, Delhi to give me all necessary help and assistance to face and Intricate Problem that may arise from time to time.

Hoping to hear soon from you and thanking you. Yours truly,

3 MAY 1960

Second

Harbour Workers' Conference

MADRAS

A. S. K. IYENGAR, M.A.
Member Madras Dock Labour Board,
& Madras Port Trust
Secretary.
Reception Committee

Phone: 55729

Bhagat House
1/73, Broadway,
MADRAS-1.

Ref No. Conf/VIP/15/60

Dated: 7-5-1960.

Dear Comrade,

This is to once again remind you that your presence at the above Conference is absolutely necessary and you should positively participate in it.

The Conference begins on 21-5-1960 and ends on eve'ing of 29-5-60.

I request you to let me know urgently on what dates you can kindly make it convenient to attend without fail and oblige.

I am sending herewith a tentative Programme of the Conference you will get an idea from it. On finalisation with your name included, the Printed Programme will be sent to you later.

Please reply urgently and oblige.

Thanking you,

Yours truly,

(A.S.K.IYENGAR)
Secretary

PROGRAMME:

Saturday-21-5-1960.

Com. S. A. Dange, M.P., presides;
Conference begins.
8-30 a.m. Flag Hoisting by Com. P.Ramamurti, M.P.,
9-00 a.m. Inauguration of Conference by Com. S.S.Mirajkar.
9-30 a.m. Exhibition will be declared open by Justice Basheer Ahmed Sayeed.
3 to 5 p.m.-Sports;
-Delegates Meeting.
6-30 p.m. to 9-30 p.m. - Drama by T.K.Shanmugam Bros., "Raja Raja Cholan"

S. A. Dange. M.P.

Second

Harbour Workers' Conference

MADRAS

A. S. K. IYENGAR, M.A.
ember Madras Dock Labour Board,
& Madras Port Trust
Secretary.
Reception Committee

Phone: 55729

Bhagat House
1/73, Broadway,
MADRAS-1.

Ref No:

Dated. ..... 1960.

PROGRAMME - contd.:-

Sunday-22-5-1960:

8-30 a.m. to
12-30 a.m. Delegates Session.
"Photos of S.A.Dange & Chakkarai" will be unveiled.

3 to 5 p.m. - Sports;
- Delegates Session.

6-30 p.m. to 9-30 p.m. Drama by M/s T.K.S.Bros., "Avvaiyar"
Shri Haja Shareef, M.L.A., presides.

Monday-23-5-1960.

8-30 a.m. to
12-30 p.m. Photos of Singaravelu Chettiar & Jeeva will be unveiled.

- Delegates Session.

3 to 5 p.m. Delegates Session.
- Sports.

6-30 p.m. to
9-30 p.m. Bharathanatyam by KUMARI PADMA & Party.

Tuesday-24-5-1960.

8-30 a.m. to
12-30 p.m. Photos of Ghate & Sundarraya will be unveiled.
3 to 5 p.m. Delegates Session.
6 p.m. Public Rally.

24-5-1960 to 29-5-1960 --- Conference.

No.287/A/60
April 20, 1960

Com.A.S.K.Iyengar,
Madras Harbour Workers Union,
Madras.

Dear Comrade,

Thank you for your letter of April 15 and the telegram.

Subsequently, you had talked to Com.Dange on phone and he told you that he will try to participate in your conference, if his programme for the WFTU meeting is not finalised. He will write to you on this question shortly.

With greetings,

Yours fraternally,

(K.G.Sriwastava)
Secretary

19 APR 1960

Second Harbour Workers' Conference

MADRAS

A. S. K. IYENGAR, M.A.
Member Madras Dock Labour Board,
& Madras Port Trust
Secretary.
Reception Committee

Phone: 55729

Bhagat House
1/73, Broadway,
MADRAS-1.

Ref No: ~~VIP~~ Conf./VIP/6/60/ Dated 15-4-1960.

Com. S.A.Dange, M.P.,
No.4, Ashoka Road,
New Delhi.

Dear Com. Dange,

To-day I send you the following Telegram:

"PLEASE WIRE DATES IN MAY BETWEEN TWENTYFIRST & THIRTYFIRST CONVENIENT TO YOU TO PRESIDE OVER HARBOUR WORKERS' CONFERENCE, TO BOOK AIR PASSAGE."

We are making all necessary preparations to hold it in a Big way. We are bringing out a Souvenir on the Occasion. We have planned an Exhibition and the Government of India have kindly agreed to participate in it. We have received lots of Exhibits from various Embassies to be put up in the Exhibition. We are arranging Cultural Performances of leading Artistes in the Evenings.

We have invited Dr. P.Subbaroyan Minister for Transport to inaugurate the Conference.

We have invited Dr. B.V.Keskar Minister for Publicity and Broadcasting to declare the Exhibition open.

The Souvenir will be released at a Special Function during the Conference. We are getting all the Draft Resolutions printed and they will all be in the hands of Delegates at least a fortnight before the Conference is scheduled to begin.

We propose to disburse a sum of Rs.3,000/- to the families of the Six Martyrs who fell victims to Police Shooting during the Strike of 1958.

Also, The Dock Workers' Mutual Benefit Society which we have been running for over 5 years now will disburse Rs.500 to each of 5 families of Dock Workers who died recently.

It is also proposed to unveil the Portraits (Specially made for the Conference) of 6 of our Leaders.

We believe that if we do not hold the Conference in May, then it will be very difficult to hold it in June or any other month as the Rains may set in.

I therefore request you to kindly let me know which dates would suit you between 21st & 31st May. We are fixing up the Conference in the [illegible] Theatre and

On hearing from you we have to get the Posters printed and Dates announced. Either we will book the Air Passage to and fro or we shall remit the money to you whichever will be convenient to you. We are all very anxious that you should preside over the Conference. We are all conscious of your health, but at the same time a big Conference like the one we have planned will be robbed of all its worth if you are not there. So please let us know the dates at your earliest and oblige.

Port and Dock Workers are very anxious to have you in their midst in their Conference which has galvanised all of them. They have heard such a deal about you especially the help and assistance you gave us almost daily during those days of Storm and Stress in 1958 when the Port and Dock Workers all over the Country went on a General Strike. So great is the enthusiasm of the Workers that they have planned to ~~spring~~ spring a Surprise on you by demonstrating their loyalty to the Building Fund.

Nextly, it will be a grand thing, if we can get the New Federation on its feet by inaugurating it at this Conference. I have already written to Com. G.H. Kale and invited him to the Conference. In fact he has been requested to hoist the Flag.

Please write to Com. Kale also and do the needful.

Yours truly,

A.S.K. Iyengar 15.4

(A.S.K.IYENGAR)

Bns.15/4.

B. T. B.

01246

INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Recd. at ..... H. ..... M.	Sent at ..... H. ..... M.	Office Stamp
From	To	03827
By	By	

1 X KI MADRAS 15 29 DANGE AITUCONG DELHI =

PLEASE WIRE DATES IN MAY BETWEEN 21ST AND 31ST CONVENIENT TO YOU

TO PRESIDE OVER HARBOUR WORKERS CONFERENCE STOP TO BOOK AIR PASSAGE

STOP = IYENGAR = 251 21ST 31ST = AITUCONG DANGE RESENT 251.

HERE 251 ER 251 W 18 OK 449 29 OK RD AFR PASSAGE STOP = IYENGAR =

RFT PASSAGE STOP = IYENGAR=29OK OR GIVE INTLS

-9 APR 1960

THE COCHIN PORT CARGO LABOUR UNION

(Reg: No. 176)

കൊച്ചിൻ പോർട്ട് കാർഗൊ ലേബർ യൂണിയൻ (റജി: നമ്പ് 176)

Ref: ..... (287) 6th April 1960.

The Conciliation Officer, (Central)
Ernakualm.

Dear Sir,

Denial of employment to headload workmen belonging to C.P.C.L.Union.

This is in continuation of the conciliation confeeence you held on 28-3.60 regarding denial of employment to the headload workmen belonging to this Union by M/S Pooppilli Mills, (Alleppey), W/Island. You will remebr the Manager of M/s Pooppilli Mills agreed in that conference that he would take the necessary steps to give rotational employment to our members without delay.

But we quite regret to inform you, that M/S Pooppilli Mills has not taken any steps in this regard and as a result our members have lost two chances after 28-3-60. When the workers approached the Manger inperson he directed them to the clerk-in-charge who in his turn pleaded helplessness in the ~~matter~~ matter.

This being the position we have to request you to kindly advise us as to what you propose to do in the matter so that we may seek other methods in the light of the above experience.

Thanking you and requesting you to send us an immediate reply.

Yours faithfully

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

Copies:-
The Regional Labour Commissioner, Madras.
The Implementation Officer, New Delhi.
The Chief Labour Commissioner, New Delhi.
The Secretary, A.I.T.U.C, New Delhi.

~~264~~ Port-Dock file

287

Dear Jolly,

Reference your talk with me at Calcutta meeting re Docks & Ports

Just now we are not able to embark on anything big or stable in a long term way.

But to do preliminary moves viz. registering tally clerks, then keeping contact with them & others, perhaps BPTUC or someone issuing bearable etc. — we are sending you Rs. 200/- Use them as you think best. But do not spread the idea as if we are going to meet all needs in a big way. Yours

S A Dange

31. 3. 60

No.139/D/60
April 6, 1960

Dear Com.Jolly Kaul,

I am sending you herewith copy of a letter I have received from Kandla.

I hope you have moved in the matter of talking with the other people concerned in accordance with the discussions we had in Calcutta on 24th March.

The Negotiating Committee should have by now contacted Dubey and taken stock of the situation.

We had also to move in the matter of expediting the registration of some of those craft unions, particularly the tally clerks and winchmen.

After I hear from you, further steps could be taken.

I would be going to Bombay on 13th and will be back on 16th. If I meet Kale there, I will contact him.

With greetings,

Yours fraternally,

S A Dange

(S.A.Dange)

Encl:

ARUNKANT SHAH

New Kandla, Kutch.

April 24 1960

Dear Com.Ganguly,

The Jeejeebhoy Committee finalised the work here and left Kandla on 26th March 1960.

Com.Kale came here two days earlier and left a day later on our request. He was much helpful to us in finalising our Memorandum and excellerating our discussions with the Committee.

We held two public meetings which were addressed by Com.Kale.

Makhan came here with the members of the Committee, without prior intimation to us, and went with them.

He complained of our scaling down our proposals, for which he and Dr.Shanti Patel were responsible - as they had not cared to send us the copy of the Memorandum of the Federation in absence of which we had to prepare our Memorandum on our own. Of course, I have got it recorded with the Committee that for all the practical purposes we stand by what has been submitted by the Federation in its Memorandum.

Kulkarni did not turn up as expected by Com.Kale. But it is known that Makhan has a plan to send a worker at Kandla to stay here for about six months and organise a HMS union over this place.

We, on the other hand, do not bother much about his plans, as we are enjoying full confidence and support of the workers; and we have no weakness, other than financial stringency, sofar as the mass contact is concerned.

Makhan boasted here that as he has been able to eliminate the Communists from the Calcutta union he has become much more stronger and happy than ever before, that he has collected Rs.9,000/- from about 3,000 workers, thay he is going to buy a car for his union, and that he has also the plan to join hands with Com.Dubey.

Com.Kale is much disturbed over the in-decision on part of you people at Calcutta, and from the talks we had had during his stay I am also of the opinion that you should decide swiftly on the issue of forging unity at Calcutta as this is a major factor in building up of the new Federation as proposed by Com.Iyenger.

As you know well, I carried the opinion of forming a separate Federation as early as in July 1958 at Delhi. Com.Iyengar has also now come to the same

conclusion - at the cost of putting the entire movement into stagnancy for about two years. Anyway, things are changing so fast that you will have to come to an immediate decision on the problem we are facing at Calcutta - to enable us to build the unity from within as voiced at the AITUC conference. Sooner the better.

Jeejeebhoy Committee will resume its session at Calcutta from 18th April 1960.

In the meantime, if there is any news kindly intimate the same to us.

I have not known so far the views of Com.Bhadram and Com. Rajan or Com.Abu in respect of Com.Iyengar's proposal to form the new Federation. Com.Dange's views as also Com.Kolhatkar's views are also unknown in this matter. Please let me know.

As stated in my previous communication, I was stranded up at my home-place for about 20 months due to the prolonged illness of my parents and demise of myfather. But now I have come back at Kandla to stay here for good. Please therefore keep me in touch with the latest developments and views of the comrades at your Port.

Yours fraternally,

(A.K.Shah)

Port & Dock file

No.139/D/60
April 6, 1960

Dear Com.Indrajit,

I am sending you herewith copy of a letter I have received from Kandla.

I hope you have moved in the matter of talking with the other people concerned in accordance with the discussions we had in Calcutta on 24th March.

The Negotiating Committee should have by now contacted Dubey and taken stock of the situation.

We had also to move in the matter of expediting the registration of some of those craft unions, particularly the tally clerks and winchmen.

After I hear from you, further steps could be taken.

I would be going to Bombay on 13th and will be back on 16th. If I meet Kale there, I will contact him.

With greetings,

Yours fraternally,

S A Dange

(S.A.Dange)

Encl:

6 APR 1960

ARUNKANT SHAH

~~Gokuldas Bambhadai Marg.~~
~~MANDVI, KUTCH.~~

Ref.

New Kandla, Kutch.

April 2, 1960.

Dear Com. Ganguly:

The Jeejeebhoy Committee finalised the work here and left Kandla on 26th March 1960.

Com. Kale came here two days earlier and left a day later on our request. He was much helpful to us in finalising our Memorandum and excellerating our discussions with the Committee.

We held two public meetings which were addressed by Com. Kale.

Makhan came here with the members of the Committee, without prior intimation to us, and went with them.

He complained of our scaling down our proposals, for which he and Dr. Shanti Patel were responsible - as they had not cared to send us the copy of the Memorandum of the Federation in absence of which we had to prepare our Memorandum on our own. Of course, I have got it recorded with the Committee that for all the practical purposes we stand by what has been submitted by the Federation in its Memorandum.

Kulkarni did not turn up as expected by Com.Kale. But it is known that Makhan has a plan to send a worker at Kandla to stay here for about six months and organise a HMS union over this place.

We, on the other hand, do not bother much about his plans, as we are enjoying full confidence and support of the workers; and we have no weakness, other than financial stringency, so far as the mass contact is concerned.

Makhan boasted here that as he has been able to eliminate the Communists from the Calcutta union he has become much more stronger and happy than ever before, that he has collected Rs. 9,000/- from about 3000 workers, that he is going to buy a car for his union, and that he has also the plan to join hands with Com. Dubey.

Com. Kale is much disturbed over the in-decision

-Cont.-

that you should decide swiftly on the issue of forging unity at Calcutta as this is a major factor in building up of the new Federation as proposed by Com. Iyenger.

As you know well, I carried the opinion of forming a seperate Federation as early as in July 1958 at Delhi. Com. Iyengar has also now come to the same conclusion - at the cost of putting the entire movement into stagnancy for about two years. Anyway, things are changing so fast that you will have to come to an immediate decision on the problem we are facing at Calcutta - to enable us to build the unity from within as voiced at the AITUC conference. Sooner the better.

--- Jeejeebhoy Committee will resume its session at Calcutta from 18th April 1960.

In the meantime, if there is any news kindly intimate the same to us.

I have not known so far the views of Com. Bhadram and Com. Rajan or Com. Abu in respect of Com. Iyengar's proposal to form the new Federation. Com. Dange's views as also Com. Kolhatkar's views are also unknown in this matter. Please let me know.

As stated in my previous communication, I was stranded up at my home-place for about 20 months due to the prolonged illness of my parents and demise of my father. But now I have come back at Kandla to stay here for good. Please therefore keep me in touch with the latest developments and views of the comrades at your port.

Yours fraternally,

(A.K. Shah).

Copy to:-

Com. G.N.Kale, Bombay.
Com. A.S.K.Iyengar, Madras.
Com. Bhadram, Vishakhapatnam.
Com. Rajan & Abu, Cochin.
Com. Kolhatkar, Bombay.
Com. S.A.Dange, New Delhi.

-1 APR 1960

Second Harbour Workers' Conference

MADRAS

A. S. K. IYENGAR, M.A.
Member Madras Dock Labour Board,
& Madras Port Trust
Secretary.
Reception Committee

Phone: 55729

Bhagat House
1/73, Broadway,
MADRAS-1.

287

Ref. No.:

Dated, 23. 3. 1960.

My dear Srivastav,

Please send me thru Com Karmarkar the AITUC General Council Documents of the Delhi Session priced Rs 3/- or so and the others distributed to members of the G.C & oblige.

Also kindly send me a copy of the Textile Award & our Memorandum.

Thanking you

ASK
23.3

Sent

1352

Phone: 55520

Madras Dock-Workers' Co-operative Stores Ltd.,

(Regd. No. X-377)

President:
Shri A. S. K. IYENGAR, M.A.,

Secretary:
Shri S. THANGASAMI

Manager:
Shri S. GANESAN
(CO-OP. SUB. REGISTRAR)

76, GOLLAVAR AGRAHARAM ROAD,
TONDIARPET, :: MADRAS-21.

287

Dated 1-4-1960.

Ref. No. M.D.Co-op/Col/(9)/8/60

Pandit Jawaharlal Nehru,
Prime Minister of India,
New Delhi.

With a copy to

The General Secretary,
All India Trade Union Congress,
No.4, Ashoka Road, New Delhi.

Dear Sir,

Sub: Co-operative Societies-Proposal to Levy Income-Tax-Telegrams sent- your kind intervention solicited.

To-day I despatched the following Telegram to you:

SUCCESS	AND	SPREAD	OF
COOPERATIVE	SOCIETIES	IN	SERIOUS
JEOPARDI	DUE	TO	PROPOSED
LEVY	OF	INCOMETAX.	PRAX
INTERVENE.			

-A.S.K.IYENGAR.

I am hereby confirming the same.

You are perfectly aware Sir, that the Co-operative Movement despite some Opposition from certain quarters, has recorded great success, due to the enthusiastic support given to it by Industrial Workers, Peasants and the Middle-Class.

The Co-operative Movement has spread and hasxx to quite an appreciable extent galvanized the People. In these days of high prices of all Commodities Co-ops play no mean part in fighting high prices. The Small Margin of "so-called" Profits go back to the Members in different ways.

The Proposal to levy Income-Taxx on Co-operative Societies will seriously jeopardise the Growth of the Co-operative Movement.

I request you to kindly intervene and do the needful and oblige.

Thanking you,

Yours truly,

A.S.K. Iyengar

(A.S.K.IYENGAR)
President

Bns.1/4.

C.-3

2078

INDIAN POSTS AND TELEGRAPHS DEPARTMENT

No.

Received here at——— H.——— M.

287

X NB MADRAS 1

-- AITUCONG NEWDELHI -

- SULTESS AND SPREAD OF COOPERATIVE SOCIETIES IN SERIOUS AEOPARDI DUE TO PROPOSED LEVY OF INCOME TAX PRAY INTERVENE STOP ---

— A S K IYENGAR PRESIDENT MADRAS DOCK WORKERS COOPERATIVE STORES LTD MADRAS —

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.—121—30-4-57—91,370 Bks.

1350

7 HARISAVA ST.
Calcutta-23
17th March '60

(287)

Dear Com. K.G.,

What about the meeting on PORT & DOCK which was supposed to be held at Calcutta sometime middle of March '60? Still now we have not heard anything although all of us in different Ports are keenly awaiting. The situation bears no delay and if we seriously want to do anything we must do something now.

The Jagathy Committee will visit KANDLA Port and start sitting there on and from 21st March '60.

Com. S.K. Kale is pressing us for a final decision.

Whatever may be the ~~sit~~ situation at your end please let us know what do you propose to do about our affairs.

This may kindly be treated as very urgent.

With greetings.

Comradely yours

Jitendra Ganguly

287

March 17, 1960

To

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

2. Com.M.V.Bhadram,
   Vizag

Dear Comrades,

A meeting of comrades working in Ports and Docks is being held at CALCUTTA on March 21, 1960.

You are requested to attend.

Please inform the time of your arrival to: Com.Indrajit Gupta, General Secretary, W.Bengal Committee of the AITUC, 249 Bowbazar Street, Calcutta 12.

With greetings,

Yours fraternally,

(K.G.Sriwastava)
Secretary

PHONE : 55729.

THE MADRAS HARBOUR WORKERS' UNION

FOUNDED IN 1946 - REGISTRATION No. 429

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

287

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

Ref. No. HU/APDF/45/60

Date, 12 -2- 1960.

My Dear Maitra,

I received your letter No.GWU.5-F/59-60 d/10th Feb.1960 today and was happy to note the contents.

I am also glad to hear that you will be in Calcutta when you can take the opportunity of discussing with Comrades there, the Points for a Draft Constitution of the Federation which all of us are eager to bring into being as quickly as possible. I am also glad to hear that Com. Biswanath Dubey has regained his Eurides.

I trust you will have no objection to my circulating to our Comrades the letter I had written to you embodying the points for the Draft. In fact you will remember that I had asked for your consent in my letter under reference. Since you have not said anything on the Point I presume your acceptance of the same.

I am also writing to Com. Ganguly, Robi, and Singh to meet you and discuss with you. I am giving them your Calcutta Address. I am sure they will meet you.

Tho' no doubt Calcutta or Bombay should be the Natural Venue of a Conference at which the Federation is to be inaugurated, I wish to emphasise the fact that the May 1960 Conference of Madras Port and Dock Workers is being planned in a Big Way and so it will be good if our new Federation is inaugurated here.

On behalf of the Reception Committee and on my own behalf, I wish to extend to all of you Comrades, a heartfelt Invitation to hold the First Conference of the New Federation at which the inauguration would take place-to Madras. We will foot the Boarding and Lodging Expenses for all the Delegates who attend the Conference. I would request you Comrades to consider this matter seriously and to kindly accept this Invitation.

Hoping to hear soon from you and thanking you,

Yours fraternally,

A.S.K.Iy
12.2

(A. S. K. IYENGAR)

to
S. A. Dange M.P.
for information.

PHONE : 55729.

THE MADRAS HARBOUR WORKERS' UNION

FOUNDED IN 1946 - REGISTRATION No. 429

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

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

Ref. No. HU/APDF/44/60

Date, 1 -2- 1960 .

My Dear Com. Maitra,

Sub: All India Port & Dock Workers' Federation-Move for a Real Federation-Safeguards.
Ref: Your letter No.GWU: 5.F/59-60 dated 29-1-1960.

-:-:-:-:-:-

I received your letter to-day and I called an emergent Meeting of My Collegues on the Ports and Docks. I placed your letter before them and I am communicating to you and thru' you to Com. G.H.KALE, our Considered Views.

At the outset I wish to thank you for the letter under reference along with the enclosure. You will please note how much importance we attach to your letter and the subject matter of your letter, if you kind note that in less than one hour of receipt of your letter, the important functionaries on the Port and Docks Front met and discussed your letter and formulated their reactions and views.

We shall answer the points you have raised seriatum and then put down certain other points.

Regarding the first three points you have raised.

(i) There is no objection to this. If the Seamen's Unions have no other Federation, they may well join this. But if there is a Seamen's Federation of an All India Pattern, then there is no point in our trying to be a rival to them.

(ii) The Wel-known principle in All India Organizations where a number of Political Parties are present thru' their Leaders and Members may easily be adopted. For instance, we may have it in our Constitution that in all Political Pattern unions at least 75% of those present vote for the Political Resolution shall be deemed not to have been passed. I do not mind even the principle of

You will of course agree that this is only in so far as the Federation as such is concerned. Individual Unions should have complete autonomy to pursue any Political Ideology of their choice.

(iii) I have no objection to discuss every apprehension that may be there and dispel it by providing for necessary organizational safeguards. But apprehensions born out of the functioning of the All India Port and Dock Workers' Federation are all groundless here for I feel that the following once agreed to, shall set at rest every fear.

In consultation with my Colleagues therefore I am putting forth the following points, which may be considered by all of us- I mean Bombay, Calcutta, Madras, Kandla, Vizag and Cochin sitting together.

POINTS FOR A DRAFT CONSTITUTION OF THE ALL INDIA PORT AND DOCK WORKERS' FEDERATION:

(1) Every affiliating Union shall have complete autonomy in the matter of conducting its Union Affairs.

(2) Each affiliating Union is free to be affiliated with AITUC-HMS-or-UTUC or be not affiliated at all. No Union affiliated to the INTUC or its National Federation however can be affiliated to this Port and Dock Federation.

(3) The All India Port and Dock Workers Federation shall not take any decision of a Political Nature which is not unanimous in the Working Committee(or commands at least 75% of the votes at a Convention or Conference of the Federation).

(4) Every affiliated Union is free to follow any Political School of thought unless otherwise decided by the Federation under Clause (3) above. Notwithstanding, a decision under Clause (3), any Union may write to the Federation recording their dissent and then be free to follow its own Political line.

(5) No disciplinary action can be taken against any affiliated Union, solely on the ground of its Political Line.

(6) All Decisions of the Working Committee shall as far as as practicable be unanimous. Where unanimity is not possible at least 90% of those present must have voted in favour of a Resolution, without which it will be infructuous.

(7) Affiliation fee to the All India Port and Dock Wokers' Federation shall be paid by the affiliated Union and no individual receipts shall be issued by the Federation.

(8) The Working Committee of the Federation shall reserve the right to refuse affiliation to any Union for valid reasons. An appeal against this shall lie with the Conference when it meets next.

*/-

These are some of our views. In short, we wish to say that we shall leave no stone unturned to see to it that the Constitution is made as near fool-proof as possible. But then, more than this what counts is the General Attitude of Comrades to the Federation. At any stage we can make it or mar it. Basic loyalty to a Central Organization, mutual respect for one another's Political Views, abstaining from trying to impose ones views on others ensuring complete autonomy of individual Unions these are some of the sine qua non of the good functioning of any Central Organization where there is a Confluence of different Political Views and Ideologies.

I am not surprised at the doubts and fears you entertain. It is but natural that you should react this after having gone thru' what all of us have in the Federation that was.

But you will bear with me and I am sure Com. G.H.Kale will also tell you, how we of the AITUC extended our whole-hearted co-operation to him, as President of the Federation.

As for consulting Com. S.A.Dange, if the truth be said, it is Com. G.H.Kale, that is more in touch with him than any of us. However, you with your knowledge of men and life cannot possibly object to consultations of persons who wish you well. For instance, if I consult someone and then go to the Working Committee and put across a view-point, it is for the Working Committee to accept or reject the same on merits. This is, I believe what happens any where.

However, Any delay in our forming a new Federation will be to our disadvantage. The old Federation is in a state of suspended animation. Not all your piety nor wit is going to save it. It is just living on Oxygen.

Perhaps you know we are planning a very big Conference of Madras Port and Dock Workers in May 1960. It will be a 5 day Conference. I am herewith enclosing a folder for perusal. We feel that it will be a proper thing to inaugurate the Federation of our dreams then. I am counting on you and Com. G.H.Kale. We shall start a new federation and show how we can work it. Let us all put our shoulders to the wheel.

Hope you will acknowledge this letter and let me have your views at an early date. If you have not objection and on hearing from you I shall send copies of this letter to my Friends in others Ports.

With Greetings,
Yours truly,

A.S.K.Iyengar
1.2

(A.S.K.Iyengar)

To
Shri S.Maitra,
General Secretary,
B.P.T.General Workers' Union,
Kavarana Buildings, 1st Floor,
26, Frere Road, BOMBAY-9.

Bns.1/2.

January 23, 1960

Dear Com.Iyengar,

Your letter to Com.Dange regarding holding meeting of Port and Dock Comrades to review the situation in this sector.

As it is not possible to hold this meeting earlier than General Council meeting due to Com.Dange's pre-occupations, we will have a preliminary discussion on the subject with those Comrades working in Port and Dock who attend the forthcoming General Council meeting here. In this discussion itself we will fix the date for a meeting of all comrades. I would suggest Calcutta to be the venue of such a meeting as we have to have a discussion with West Bengal Party also.

Com.Dange hass to go to Calcutta for Iron & Steel and Coal comrades' meeting after the General Council meeting. Dates can be fixed xxxxx xxxx along with the same.

With greetings,

Yours fraternally,

(P.C.Srivastava)

Copy to: Com.Indrajit Gupta, Calcutta (Pl.inform Com.Ganguli)

Com.Kolhatkar, Bombay
Com.K.A.Rajan, Cochin
Com.M.V.Bhaskar

13·58

23 JAN 1960

M. Veerabhadram.
Vice ~~SECRETARY~~ President,
Andhra Pradesh Trade Union Congress.

9/82, VISAKHAPATNAM-1.

D/20th January 1960

Dear Comrade Dange,

You might have now been appraised of the position prevailing in the All India Port & Dock Workers' Federation and the mechinations of its leadership. In view of this comrades from all most all the ports have felt the need to take stock of the situation and decide, taking the suggestions of Com. Iyengar and that of Kale into consideration the future course of action. Without a meeting of the fraction this is not possible. Hence please convene a meeting of the fraction in Delhi in February on a date convenient to those comrades who attend the meeting of the general council of AITUC on 13th, 14th and 15th February.

With greetings,

Fraternally Yours
M. V. Bhadram

Copy to Com.S.Y.Kolhatkar, Bombay.
" " A.S.K.Iyengar, Madras.
" " Debkumar Ganguly, Calcutta.
" " K.A.Rajan, Cochin.

Com.S.A.Dange, M.P.,
General Secretary,
All India Trade Union Congress,
4 Asoka Road, New Delhi.

18 JAN 1960

13-59

PHONE : 55729.

THE MADRAS HARBOUR WORKERS' UNION

FOUNDED IN 1946 - REGISTRATION No. 429

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

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

Ref. No. HU/APDF/43/60

Date, 15 -1- 1960.

Com. G.H.Kale, Bombay, ...(1)
Com. D.K.Ganguly, Calcutta, ...(2)
Com. Kolhatkar, Bombay, ...(3)
Com. M.V.Bhadram, Vizag, ...(4)
Com. K.A.Rajan & Com. Abu, - Cochin ...(5)
Com. A.K.Shaw, Kandla, ...(6)

Copy to:
Com. S.A.Dange, M.P.

Dear Comrade,

Sub: All India Port & Dock Workers' Federation-urgent action necessary-inform Com.S.A.Dange.

-:-:-:-:-:-

I am writing this to your on a matter of very urgent importance and I request you to kindly discuss this matter with your Colleagues and Comrades and send your considered views to Com. S.A.Dange, so that on the basis of views we send, he can give us a proper lead in the matter.

In Calcutta, where the Port Shramik Union representing over 30,000 Port Workers was created by our persistent efforts for unity of P.S.P-S.P.-B.P.I.-C.P.I. etc, and were by a generous gesture we gave in, to the Demand of other groups for all the loaves and fishes of Office of the Union, reducing ourselves to a Minority; and unholy alliance has been forged by PSP-SP-BPI-against us, virtually driving us out of the Union. The solemn agreement that in the united organization, all major issues would be decided by mutual agreement after talks, has been thrown to the winds. The P.S.P.-S.P.-B.P.I. clique have become very truculent.

They have however succeeded in breaking up the Union. Reports say that huge chunks of Workers of Shore, Crane, Railways, Marine, Workshop, Shore and Clerical Employees were all shut out of a Conference the Makhan-Nepal Group conducted. It would appear that discontent is widespread. It appears that Sectional Committees are functioning and that the writ of the Port Shramik Union no longer runs amongst

*/-

If all this is true, you will please note that this is a very serious development.

I personally feel that this was inevitable in view of the fact that the so-called leadership of the All India Port & Dock Workers' Federation had set before themselves the sacred job of smashing up the Federation by driving us out of the Port Shramik Union-Calcutta and of attempting to disrupt us in Madras(which I must hurry to add has ended in a ~~disastrous~~ dismal failure) and of trying to discredit our work and our Comrades in Cochin by boosting up Mr. Raghavan and because they could do nothing either at Vizag or Kandla, suffered them to remain

Makhan-Pillai & the Bombay Socialist Party Group, giddy with the success they had achieved in collaring the Federation, have been also hitting Com. G.H.Kale below the belt. At one time they fondly hoped that they could use Com. Kale to smash us; but the moment they found that Com. Kale would do no such dirty thing, their hatred of Com.Kale became second only to their hatred of us.

It is reported that Goonda Elements were hired to invade Com.Kale's Union in Bombay and that rowdyism was let loose.

Com.Kolhatkar writes to me to say that the time has arrived when we have to think in terms of forming a real Federation of Port & Dock Workers.

I have written to him my initial reaction. I have discussed this with some leading Comrades here. I am now fortified with their views too.

We strongly feel that such a Federation should be formed without any further delay.

The socalled Federation of to-day with even Com. Kale out is just a rump.

We are stronger to-day than we ever were. Unless we announce the formation of a Federation soonx, the Makah-Pillai-Bombay SP clique will make it appear to the Government of India that they are the bosses of Port and Dock Workers of India and begin to strut about like Peacocks. This should not be allowed to go un-challenged.

We have the following proposals to make and we earnestly request you to consider them and write to Com.Dange your considered views, so that he may give us a lead after getting all our views and the facts of the situation.

(i) In Calcutta our Comrades should seriously consider the question of forming a Good Union of Port Workers;
(ii) ~~Calcutta~~ Calcutta Port Union of ours must work in close touch with Dubey's Dockers Union without suffering from either obsession or illusions regarding Dubey;
(iii) Madras Port & Dock Unions of ours are planning a very big Conference in May 1960. We have requested Com.Dange to preside, and Shri Gulzarilal Nanda, the Union Minister for Labour to declare the Conference open. It will be a 5 days Conference with Seminars and Exhibitions on III Five Year Plan and Port Developments etc.

*/o-

At this Conference, which should be attended by Bombay, Calcutta, Kandla, Vizag and Cochin, the new Federation of Port and Dock Workers' should be formally inaugurated.

Kindly send your considered views to Com. Dange with copies to all those mentioned at top of this letter and to me.

With Greetings,
Yours truly,

A.S.K. Iyengar
15-1

(A.S.K.IYENGAR)

Bns.15/1.

16 JAN 1960

287

FROM:

DEBKUMAR GANGULY
7 HARISHAVA STREET
CALCUTTA-23

13.1.60

Dear Com.Dange,

You must have heard the latest devolopment of Calcutta Port Union from Coms. Jolly Kaul and Indrajit Gupta. The disruption which we apprehended has ultimately taken place in the Port Union in which were working alomg with PSP&Bolshevik Party(Sisir Roy/Nepal Bhattacharji). They have captured the Port Sramik Union.

On your arrival at Bombay this time you might have heard from Com. Kolhatkar the latest alerming position of the Port & Dock Federation.

Sri G.H.Kale has spoken to Com. Kolhatkar and he himself has also written to me. Kale has narrated the disruptive attempt made by the HMS clique inside the Federation and he has posed before us the question of formation of seperate Federation.

The long awaited JEJEEBHOY committee, (CLASSIFICATION AND CATGORISATION COMMITTEE FOR THE MAJOR PORTS OF INDIA) has started its functioning after about two years of its appointment. This committee had its 2nd. meeting at Bombay in the first week of January'60. The committee has decided to visit the differt major Ports of India in order to study the peculiar nature of jobs performed by the employees of the respective Ports

In view of all these devolopments, it is seriously felt that the All India Port &Dock Fraction must meet in your presence. Your are also the Convenor of this Fraction. This is the considered openion of Calcutta Port comrades including Coms. Jolly and Indrajit. Com. Kolhatkar has also written to me for such Fraction meeting.

It is learnt that the general council of the AITUC will meet in February next. Can't we avail that opportunity for our Fraction meeting? If it suits you well and good. otherwise please fix up a date for the Fraction meeting at your earliest oppor-tunity and inform all comrades concerned at different Ports so that their attendence may be assured.

Hope, you will give due consideration to our request. Awaiting to hear from you.

With greetings .

Comradely yours,

(Debkumar Ganguly)

c.c to Com. Bhadram, Vizag
" " Iyengar, Madras
" " Kolhatkar, Bombay
" " Srivastava, New Delhi, with the request to take up matter with Com. SAD and let us know the date and place if finalised.

14 JAN 1960

Second Harbour Workers' Conference

MADRAS

A. S. K. IYENGAR, M.A.
Member Madras Dock Labour Board,
& Madras Port Trust
Secretary.
Reception Committee

Phone: 55729

Bhagat House
1/73, Broadway,
MADRAS-1.

Ref No. Conf/GoI/1/60

Dated. 10-1- 1960.

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

Dear Sir,

Re: Conference of Port & Dock Workers- request to inaugurate.

We propose to hold the Second Harbour Workers Conference in May 1960, the first having been held in 1955.

The Conference is scheduled to last for 5 days with Seminars on

III Five year Plan vis-a-vis Port Developments in India;
III Five Year Plan & Employment Position;
Wages & other conditions of work of Port and Dock Workers;
Co-operative Movement and its Possibilities etc.

It is proposed to havex various exhibitions also in connection with the Conference. We propose also to have Cultural Shows on each of the Five Days in the Evenings.

It is the unanimous desire of our Reception Committee that you may be pleased to inaugurate the Five Day Session.

Our Reception Committee is anxious that you may be pleased to give your consent so that we may go ahead with our preparations for the Conference which we hope will be a Pretty Big One.

Perhaps you are aware that there are over 12,000 Port and Dock Workers here who are all conscious of the Yeomen Services that you have been rendering to the cause of the Indian Working-Class, not only as the Head of the Ministry of Labour, but also as a Distinguished and Honoured Labour Leader during the last two decades and over.

I therefore request you to be kind enough to givex your consent to inaugurate this Conference of ours and oblige.

On hearing from you and in a short time we shall finalise the dates to suit your convenience.

Hoping to hear soon from you and thanking you very much,

Yours truly,

(A.S.K.IYENGAR)

Bns.10/1.

From

Janakiram Vardharajulu,
HANUMAN TEMPLE
SAJANLAL STREET
SECUNDERABAD
ANDHRA PARDESH

C.D.C.No.66248,
Indian Sailors' Home,
Bed. No. 48/A,
Thana Street,
B O M B A Y - 9.

7th January,1960.

To

The Principal Seamen's Welfare Officer,
Seamen's Welfare Office,
B O M B A Y.

Sir,

May I beg to bring the following griviences to your notice in the hope of finding redressed for the same.

I had first reported for subsequent medical examination at the S.M.E.O. on 6-10-'59. I shall give below a brief sketch of the various phases of this progressive medical examination system which though most modern is still mad in its methods.

First reported - 6-10-'59 - examined on 29-10-'59 sent for X-ray 30-10-'59. X-rayed 4-11-'59 report received in Welfare section 12-11-'59, re-examined at S.M.E.O. on 14-12-'59, referred for specialists opinion 15-12-'59, screened again on 16-12-'59 report received at Welfare Office 31-12-'59, reported at Welfare Office for advice on 4-1-'60. Again advised to appear for re-examination on 25-2-'60.

Sir, from the above statement it would appear to you that it is nearly four months since I first reported for medical examination and it has still not been completed. I am said to be suffering from pulmonary tuberclosis, and you can well imagine the havoc this disease may be causing in me in the absence of any treatment during these four months. Perhaps the medical examination would be completed when the last bells have tolled for me ~~xxxxxxxxxx~~ and my likes.

Sir, I wish to enquire wheather this "slow killing" is a method adopted to solve the problem of surplus seamen or is it to sheer administrative inefficiency. If it is the first mentioned of these, then I condemn it as barbaric and incompatible with the ideas of progressive and democratic institutions. If it is the later mentioned then, I beg you to show cause as to why action should not be taken against you in a court of law for damages sustained by me on account of your inefficiency.

Hoping to get a reply soon.

Thanking you.

Janak Ram

Yours faithfully,

Copies to
i Director General of Shipping, Bombay.
ii Shipping Master, Bombay.
iii Minister for Transport, New-Delhi.
iv Leader of opposition, Lok-Sabha, New-Delhi.

14 JAN 1960

Second

Harbour Workers' Conference

MADRAS

A. S. K. IYENGAR, M.A.
Member Madras Dock Labour Board,
& Madras Port Trust
Secretary.
Reception Committee

Phone: 55729

Bhagat House
1/73, Broadway,
MADRAS-1.

Ref No. Conf/VIP/1/60

Dated 6-1-1960.

Dear Comrade Dange,

The Port and Dock Workers have decided on holding the SECOND HARBOUR WORKERS' CONFERENCE in May '60.

All of us are very anxious that you should preside over the Conference and lead the deliberations of this Conference.

It is to be a 5 day Conference with Seminars on the III Fiver Year Plan and Port Development, Employment Position of Dockers, wages and other amenities, the Second Pay Commissions' Recommendations etc., will be the highlights of the Conference.

Exhibitions, Sports and Tournaments will be special features of the Conference.

Famous Artistes with their Troupes have been kind enough to agree to put on Boards their Popular and famous Dramas.

Every Worker has decided to contribute Rs.5/- for the Conference and we propose raising also a Building Fund for the HARBOUR WORKERS' UNION by having Cultural shows on each of the Five Days, in an open Air Theatre that will be specially put up.

We propose to disburse a Purse of Rs.500/- to each of the Families of the Six Workers shot by the Police during the Strike of 1958.

The Reception Committee requests you to kindly make yourself free so as to preside over the Conference without fail and oblige.

We also propose bringing out a Souvenir on the Occasion.

May we request you to be kind enough to send us an Article for the same and oblige.

A line in reply would be gratefully received.

Thanking you,

With warm greetings,

Yours truly,

(A.S.K. IYENGAR)

Coms. Bhadram, Iyengar, Kolhatkar, Rajan.

April 25, 1960

Dear Comrade,

We enclose herewith copy of a Government notification dated 22.4.60 on amendment of the Dock Workers (Regulation of Employment) Scheme, for your information.

With greetings,

Yours fraternally,

(K.G.Sriwastava)
Secretary

Encl: