



'THE HOOK

National Strike
KEEP IT SOLID!

JONES-ALDINGTON: wage cut or the dole

by Harold Youd

The only thing that the report of the Jones-Aldington Committee proves is that we can't solve our problems short of the 9 demands of the Dockers' Charter.

The T.U.R. 'pool' is to be abandoned on September 4th. Its 'in-mates' will either take severance pay and leave the industry, or be absorbed back into employment. The Register is to be closed until January 1973, and possibly for longer. The Government will pay out a subsidy to compensate employers for hiring labour they 'don't really need'. Minimum severance pay is up from £1,000 to £2,000, and maximum up to £4,000 (for the next 5 months) - for less fit men and those over 55.

The problem of container depot work will be solved by "negotiation".

Those are the recommendations of the Jones-Aldington Committee. What do they really mean for dockers?

All dockers will welcome the abolition of the pool, and some will be happy to take the increased severance pay. But these proposals - whatever they may do towards helping the bosses solve their problems - do not solve any problems for the dockers.

They hope to weed out as many of us as possible, particularly older and weaker men. But with the present level of unemployment, those who take severance pay will have little chance of another job - especially the older men.

The report says: "Industrial agreements - in many cases existing agreements - will establish the appropriate level of payment to men for periods when there is not work available for them. In this way men now fully employed will make an appropriate contribution to the additional costs that will result from the employment of an abnormal number of surplus men".

What that means is that the general level of dockworkers' wages will be depressed. This is not work-sharing with no loss of pay. It is unemployment-sharing, and wages-sharing, to tide the employers over a difficult period of adjustment.

There are 1,650 men in the pool now, mainly in London and Hull.

WE'VE FREED THE 5 - NOW SMASH THE ACT!

GENERAL STRIKE

The 5 are free! Not because they have "suffered enough" - but because the Government has sweated enough. Once again the Tories have beat a quick retreat. But even in doing so they have thrown down another challenge to the trade union movement - £55,000. They have decided they'd rather pick on the official trade union, which is more likely to knuckle under and pay up, than on stewards who stand firm and call on the industrial strength of the whole working class to defend them.

DON'T PAY!

Jones paid up the first time. Since then we've shown how easily the Tories can be beaten. Demand of Jack Jones - don't pay our money over to the Tory Court. Bring out the members, and other trade unionists, if any move is made to grab Union funds. After last week, the Tories won't dare touch them!

STAY OUT! mobile pickets can bring out more!

The Government has declared war on the Unions. The reimposition of the fine on the T&GWU is a demand that the Unions make war on their militant members. The last week has shown more than anything else that what is needed is not just defence, but an all-out attack. NOW IS THE TIME TO GO FORWARD AND PUT THE BOOT IN.



HULL: PRIVATE WHARVES

'PLUM' CARGOES & LOW WAGES

Hull and Goole dockworkers have declared war on the private wharves which have sprung up along the Humber. These private wharves have succeeded up to now in making fat profits by stealing work from registered dockers. War has been declared and it must be won.

Since 6th July dockers on the unattached register from Hull and Goole have been picketing Howden dyke wharf. This is a small privately owned wharf which is working ships and cargo, previously destined for Hull. Howden dyke was the first wharf to be attacked and since the picketing started trade has been reduced to a trickle. The main transport firms aren't crossing the picket lines - only the local firms are scabbing, taking goods between the wharf and the warehouse.

What the dockers feel especially bitter about is that much of the work taken by these private wharves is the 'plum cargoes'. The 'plum cargoes' are palletised steel coils, palletised timber and all palletised cargoes which are easy to handle by unskilled labour. This is very important because without being able to take advantage of the latest methods for cargo handling, the wharves may not have come into being in the first place.

The first wharves to appear in the Humber area came the year after Devlin in 1968. The technical advances in cargo handling enabled them to operate easily and become a weapon of the

employers. They saw the private wharves as a weapon against the Dock Labour Scheme and the militant port of Hull. Naturally they got the support of the agents and shipping lines. The amount of cargo going through Hull dropped by 1.25 million tons from 1970 to 1971 and it went mostly to the private wharves. Goole, another registered port, has lost 40% of its cargo in the last year. The trade of these private wharves comes by small 3,000 tons ships from the continent; like the lorry firms scabbing on the dockers, a lot of these ships are one horse enterprises.

However there was a drastic change on Monday 18th July when a ship from the Fred Olsen line docked at Howden dyke. The small ships constitute the normal parasites found in any large industry, but ships of the Fred Olsen line are altogether a different matter. If the big shipowners start looking for profits in this area, then they will have to pay the price. If the big transport firms can be blacked then these ships and shipping lines are even easier to black.

On the whole, the operation, ownership and control of these private wharves is shrouded in secrecy. The main advantage that the private firms have over the registered ports is that they can use cheap and exploited labour. One of the tragedies is the way these workers, in many cases farm workers, have been used to undercut

the dockers.

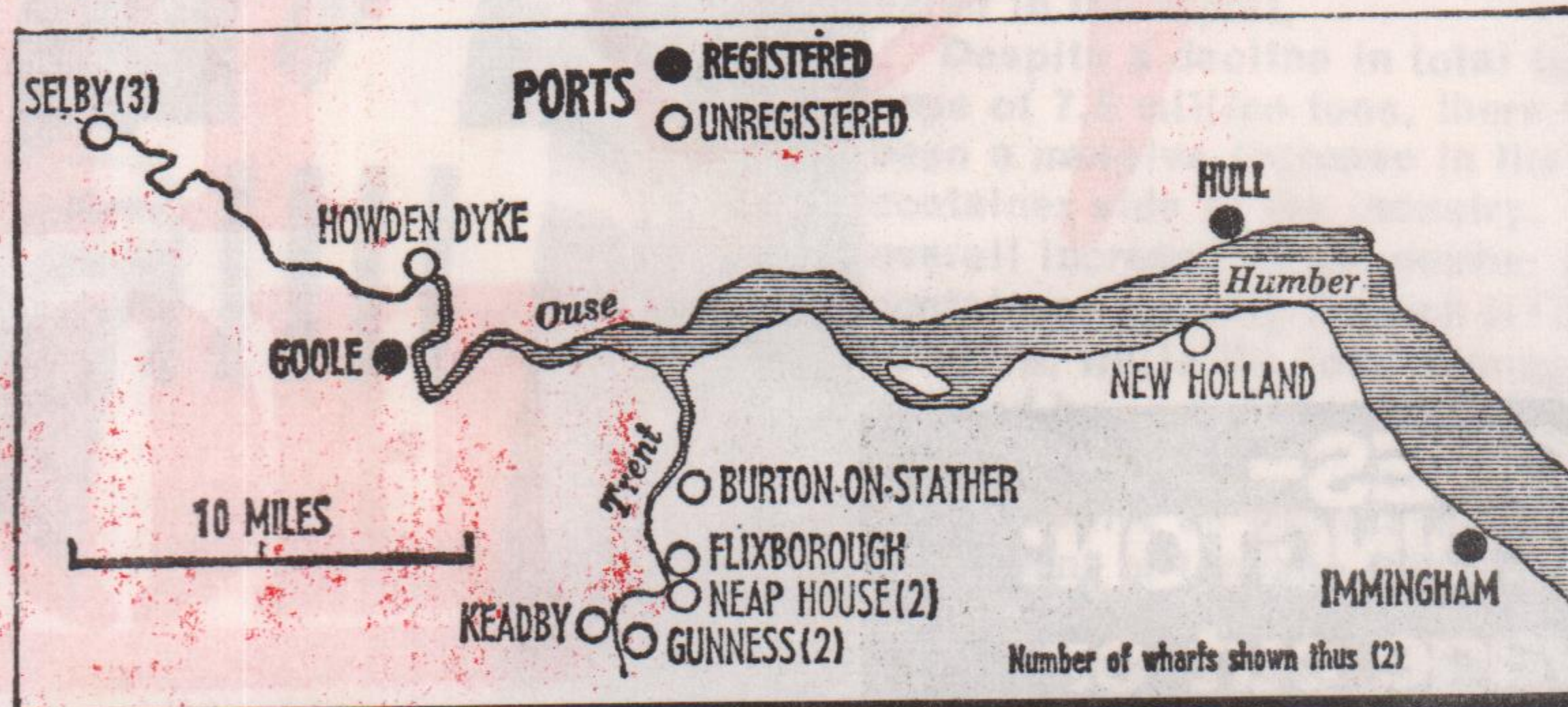
The private wharves will use 7 men to work a ship, which in Hull would have provided work for 30 dockers. The situation is made worse by the fact that these 7 men, having unloaded the ship, will then go and stuff and strip containers.

A dozen ships a day may travel up the Humber to these private wharves. They would provide work for all the men on the unattached in Hull, and these same men on the

dockers' £41 for 40 hours. Much the same occurs throughout the country with women workers, foreign workers and workers in areas of high unemployment - their weaknesses are used to produce greater profit for the employer and as a dagger to stab more organised workers in the back.

The Goole and Hull dockers intend to smash these wharves. They plan to do it wharf by wharf.

They are fighting now against



unattached can see them going down the river every day. They can see that if this trade continues to flourish then before long there will be no cargoes coming to Hull and Goole at all.

The men who work these wharves receive an abysmal wage for what they do. The average pay is 50p an hour and with overtime and bonus for a 62 hour week the 'farmer boys' may only get £55, as against

unregistered ports. We have to do it in the rest of the country. ♦♦

**BY
STEVE
CORBISHLEY**

See p.7 for Hull's Blacking List



Hull Stewards' chairman Walter Cunningham: 'Jones is running'.

INTERVIEW WITH

WALTER CUNNINGHAM

**BY
TOM
RAMSEY**

T.R. - What do you think led to the present crisis in the docks?

W.C. - The issue that brought the whole thing to the boil was the men on the unattached Register in Hull and London. Unregistered wharves and ports, operating on cheap labour, have been undercutting registered ports. The registered ports couldn't hope to compete with the unregistered wharves and quays, while they are getting farm workers to work for 50p an hour who then return to do the milking.

The result was that men were put on the unattached register in alarming numbers. We started a series of one day strikes against this misuse on the Unattached Register and recently started picketing the unregistered wharves and quays.

The employers, of course, blamed the crisis on the one day strikes, yet every day we see boats going up the river to the unregistered wharves and quays, while our own men are on the unattached. If there was any truth in what the employers say, then a port like Goole should be booming. It hasn't had a strike in 26 years. It was

even going to go in the Guinness Book of Records.

In fact the opposite occurred. Goole has lost 40% of its trade to the unregistered wharves and quays. The only way there'll be any peace in the docks is to get all the men on the unattached back with their registered employers. That was what Devlin promised. That's what the employers agreed to and it's what we expect.

T.R. - How has the picketing been going so far?

W.C. - We've turned away a lot of transport. The situation is that the local transport firms carry goods from the ships to the warehouse where it is checked by customs.

We stop the goods from coming out of the warehouse. This is done by the big transport firms who don't want to get involved in a dispute, and as a result they don't cross the picket lines.

T.R. - What is your attitude to the drivers and container depot workers? Can an alliance be forged between these workers and the dockers?

W.C. - This is a difficult one. Certainly I don't feel it would be practical in this area, because the drivers aren't organised enough. But we have nothing against the ordinary driver who trucks from one place to another. We have no argument with him. Our argument is with the cowboy drivers who take their wagons and then come back to the depot to fill in an overtime period stuffing and stripping containers.

I'd like to see unity and I hope we get it, but I feel that at the moment the gap between us is too great. However, we should certainly be working along the lines of getting liaison with the lorry drivers.

T.R. - What proposals do you think the Jones-Aldington Committee will come up with?

W.C. - Well it's already been stated that one way to solve the problem is more voluntary redundancies. They're offering £500 as severance pay. This is diabolical when so many other people are doing dockers' work. We should be fighting to get the work back into the ports rather than talking about voluntary

redundancies. All the time we see the flow of vessels into unregistered wharves. This is our work and it should be brought back into the docks.

Even nationalisation is no solution since it wouldn't apply to ports under 5 million tons a year and many of the unregistered wharves come into this category.

T.R. - What do you think of Jack Jones' participation on this committee?

W.C. - As long as Jack Jones realises what the dockers want. We hope he does and we hope he comes up with the right answers, but we are very sceptical about the committee finding a solution. I don't think we'll win anything without a showdown.

T.R. - To come onto the Industrial Relations Act. Hull dockers have helped to set up a Trade Union Liaison Committee recently. How will this help the struggle?

W.C. - This is of course directed against the NIRC. We've set up a committee for all shop stewards of all the major firms in the Hull area.



Workers Press photo

Private detectives Garry Murray (left) and William Laslett of Eurotec outside the National Industrial Relations Court.

SNOOP-SCOOP!

Trying to look innocent; planning to make others look guilty.



LOOK-OUT there's a SNOOP about!

IF THE INDUSTRIAL RELATIONS Court has provided one piece of useful information it is that Midland Cold Storage has been employing a firm of private snoops to spy on dockers and their families. The firm is called Eurotec — they describe themselves as 'investigators extraordinary' — and two of their employees can be seen (left, above). Their names are Garry Murray (left) and William Laslett (right) and they were photographed while they were leaving the Tory Court after doing their dirty work there.

Left below is another photograph, of a rather shy private snoop. It was taken by Mike Cohen, outside Midland Cold Storage.

VERMIN

So far these vermin have 1) photographed pickets with the aim of collecting evidence against them; 2) secretly recorded conversations with dockers while pretending to be newspaper reporters; 3) telephoned, visited and harrassed dockers' wives, again under the pretence of being newspaper men.

Isn't it marvellous. Just two weeks ago the Younger Committee which was set up by the Government to look into the invasion of privacy, published its report. It recommended that the use of bugging devices for "surreptitious" surveillance should be outlawed.

No sooner is the report published than we see private detectives giving evidence in Court — evidence which has been obtained by the same surreptitious means condemned in the report.

And then they have the nerve to tell us to have respect for the law! ♦ ♦

READ

WORKERS' FIGHT
4d. fortnightly from
98 Gifford Street, London N.1

We've said that if any shop steward or trade unionist is brought before the NIRC, or threatened with jail, then the reaction would be immediate; all ports in the country would close. Although the other shop stewards, representing the other major firms, haven't been able to give the same assurances, we feel certain that we'd get a tremendous response from other trade unionists, not only in this area, but throughout the country.

T.R. — Finally, on the question of the small ports. How can they be encouraged to come onto the national Shop Stewards Committee?

W.C. — It's necessary for these small ports to be brought into the movement and it's been left up to the major ports to encourage them to be represented on the NPSSC. In the Humber area this has been going on nicely. We've succeeded in getting Goole, Immingham and Grimsby represented on the Committee and we're hoping we can get more. We also hope that unregistered ports like Felixstowe will fight to become registered and be represented on the NPSSC. ♦ ♦

JONES-ALDINGTON REPORT

from p.1

The bosses say that about 10% in work are really "unnecessary" and "surplus".

But the idea that there are too many dockers is ludicrous! The work is hard, dirty, dangerous and exhausting. There are too many hours being work — not too many men.

The working week should immediately be cut to 30 hours, as the Dockers' Charter demands. A 30-hour week is already T&GWU policy. Why aren't they fighting for it where it is desperately needed?

The only way to guarantee that there will be no cut in earnings is to get the high minimum wage demanded by the National Shop Stewards Committee.

The report completely evades the containerisation issue — except for vague talk about negotiation and "encouraging" the companies to "give preference" to the "recruitment" of registered dockwork-

ers. That is no solution! There are no guarantees — just vague talk from Jones. Dockers will not trust Jack Jones on this: we know who sold us down the river on the container issue in the first place.

The only thing dockers can settle for is that all container work should be brought under NDLB control — with all work at dockers' wages and at dockers' conditions. Only by cutting out the possibility of cheap labour can we stop the bosses dismantling and dispersing the docks industry.

The Jones-Aldington report is the "mixture as before" with a bit of money thrown in to buy off the anger of the dockers. It solves nothing for the dockworker. Only by gaining the demands of the dockers' Charter can we do that.

DOCKERS' CHARTER:

1. No redundancies
2. Retention of the National Dock Labour Scheme.

3. All loading and unloading of containers to be controlled by the NDLB.
4. All workers in a port to get the average wage in the port; for the 'pool' to be in fact temporary.
5. Earlier retiring age.
6. Strict adherence to the Bristol Committee's definition of dockers' work.
7. A minimum national manning scale.
8. A 30-hour week.
9. Nationalisation of all ports under workers' control.



THE HOOK
rank and file dockers' paper
available from:

26 Langton Street, Salford 6
Editor:
Harold Youd, Manchester
Portworkers Committee

ONE IN THE DOCK ALL OUT THE DOCK

They say, though I don't believe it personally, that in Italy there's a statue of the Virgin Mary that miraculously sheds tears. After the victory of Chobham Farm, if there's anywhere that's got a statue of Heath, I bet they'll have found it sweating.

Feather had capitulated to the courts with his ludicrous line of: "I didn't know the NIRC would have the status of a High Court". The rest of the TUC leaders followed him. Jones agreed to pay the £55,000 and had to be

saved — not by defiance but by Denning! The railway leaders followed the ruling of the NIRC, and had a ballot of their members.

Only the rank and file stood firm. The victory of Chobham Farm is their victory. It was their fight that was a rallying cry for the hatred of the working class for the Tory government.

Messages of support by immediate strike action came from all the ports. NUR members at Southampton dock pledged their support. Stewards at the Vauxhall Motor Company pledged theirs. Many

smaller groups of workers stood at the ready — prepared to walk out in the event of any docker being jailed. And the mighty weight of the Scottish miners was behind them too.

What was in the offing was a spontaneous General Strike — official leadership or not.

But then the Tories chickened out and approved the appeal on behalf of dockers — an appeal the dockers didn't approve of themselves.

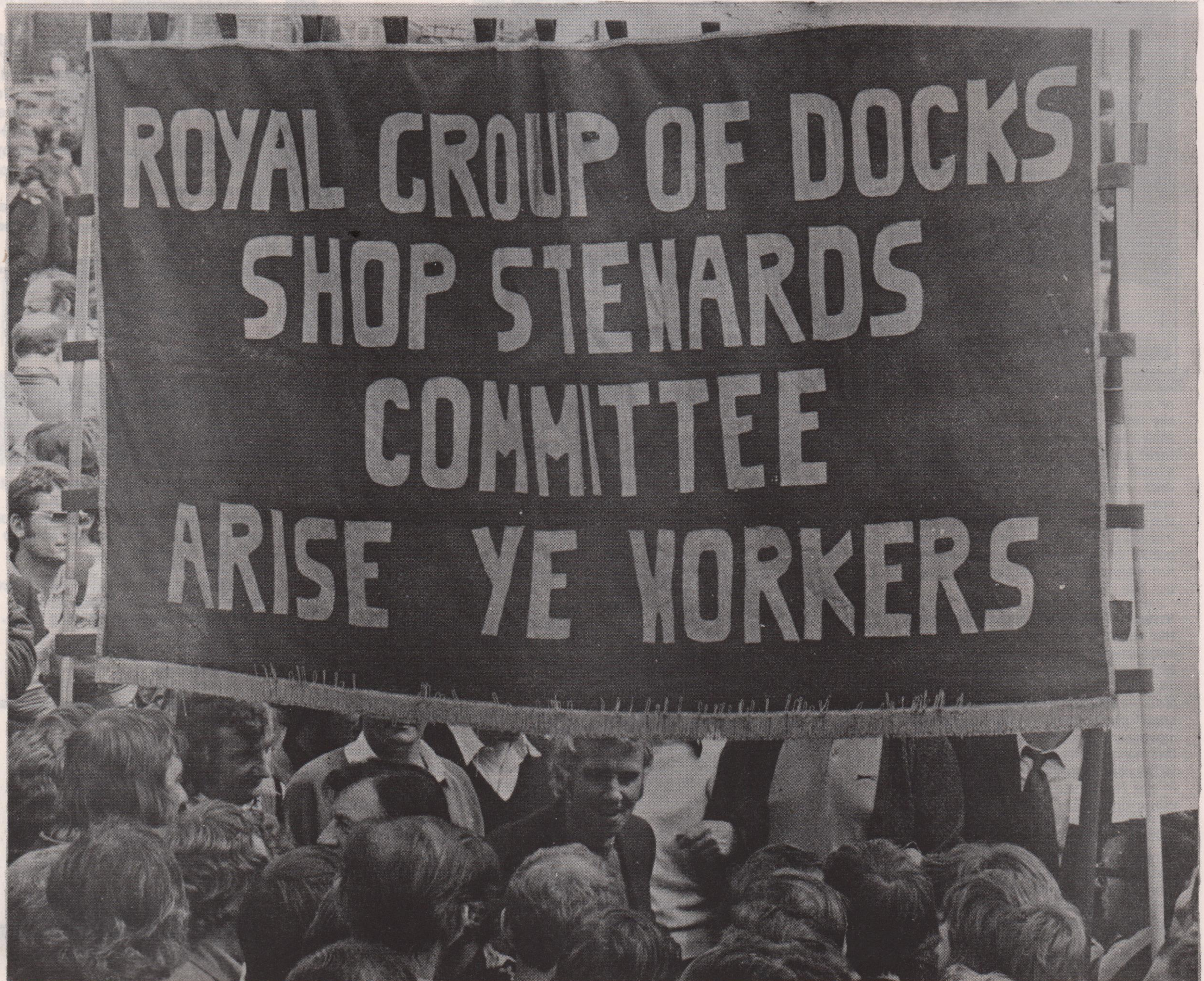
In fact, if they were angry before, the dockers were furious now. While being delighted at their

victory, they were being deprived of their prey. They didn't want to stop the Tories, they wanted to smash them.

As Alan Williams, one of the three the Tories threatened, said: "I didn't want a solicitor representing me in a court I don't recognise" Vic Turner had a simpler message "It's a bloody liberty".

Now the rank and file has stopped the retreat of the labour movement and started the retreat of the Tories. **TURN THE RETREAT INTO A ROUT!**

Danny James.



! KS



Above: Vic Turner addresses the mass picket. Below: A container carrier is stopped: the blacking continues. Below: A docker's look of scorn for the police.



“Make no mistake about it, the same action will take place if they try it against any industrial worker in this country” *Vic Turner*



1951

WHEN

LABOUR

JAILED THE DOCKERS

DOCKWORKERS HAVE NOW SEEN five of their fellow workers jailed for defending the right to work. We know the answer to this sort of legal intimidation.

The victory of Chobham Farm was a clear lesson in how to deal with anti-union laws. Except for those who believe in fairy stories, everyone knows full well that it was the threat of a National dock strike which convinced the Official Solicitor to intervene, and not some point of law.

The certainty of a national dock strike combined with the possibility of massive solidarity action by non-dockers was too much of a risk for the Tory government, which was not prepared for a general strike, and rather than take that risk they decided to back down and drop the plans to arrest the Chobham Farm three.

The slogan "One in the dock, all out of the docks" became the catchword of Chobham Farm.

But this is not the first time this slogan has been used and neither is it the first time that it has been forcibly demonstrated that the laws of class struggle take precedence over the "law of the land".

The slogan was first coined 21 years ago when seven dockers were threatened with the law.

ORDER 1305

The Industrial Relations Act of 21 years ago was known as Order 1305. This piece of legislation was introduced in 1940 as a war-time emergency measure. Article 4 of the Order stated: "An employer shall not declare or take part in a lock-out and a worker shall not take part in a strike in connection with any trade dispute unless the dispute has been reported to the Minister (of Labour) ... and 21 days have elapsed since the date of the report and the dispute has not during that time been referred by the Minister for settlement in accordance with the provisions of that article."

Isn't it nice, the way they put that bit about employers giving notice of lockouts before the bit about workers giving notice of strikes! Of course, the mention of lockouts was just window-dressing. It was never intended that the legislation should be used against employers — and it never was.

It was intended to be used as a weapon for breaking strikes, and for that purpose it was far from redundant.

The Labour Government, which was elected in 1945, had promised to withdraw the legislation as soon as it came to power. In fact, far from withdrawing it, the Atlee Government used it, just as it used every other piece of state machinery against the working class.

This same Labour Government, which 7 times sent the troops into the London docks, wasn't going to have any qualms about Order 1305.

The events which led to the use of Order 1305 against the 7 dockers started on Friday February 2nd 1951, when 2,200 Birkenhead dockers went on strike.

The T&GWU had just concluded

a deal with the Port employers for a 2s. a day wage rise, which brought the basic up to 21s. a day. The Birkenhead dockers came out against the deal and in support of the "Dockers Charter", which included demands for 25s. a day, two

attempt to create those conditions which would enable the policy of International Communism to achieve its purpose and prevent the economic recovery of this and other European countries."

In fact, the T&G journal became



Victorious dockers being chaired from the court

weeks a year paid holiday, reduction of the working week to 40 hours, a pension scheme for retired dockers, medical and welfare services.

Since the "Dockers Charter" had been passed by a National Docks Delegate Conference in July 1945 it was official T&G policy, yet seven years after it became policy the T&G were recommending a deal which gave a basic rate of only 21s. a day.

DEAKIN

If patience is a virtue, then the Birkenhead dockers must have been less virtuous than the T&G leaders. They came out under the leadership of the Merseyside Portworkers Defence Committee, an unofficial body, which was in conflict with the T&G leadership in particular with the right wing General Secretary, Arthur Deakin.

On the same day, the strike spread to the Liverpool docks, where 2,400 came out.

Glasgow, Newcastle and Ellesmere Port had already decided to accept the 2s. a day, but the following Monday meetings were to be held in Liverpool, Manchester and London. In Liverpool the meeting resulted in 6,000 more dockers coming out, and Manchester decided to come out solidly behind Merseyside; but in London things were not to go so smoothly.

In London there was already a firmly established committee which had led several unofficial strikes in the post-war years.

The unofficial Committee was a constant thorn in Deakin's side. He saw himself as a dockland policeman, stamping out any unofficial initiative, and his main weapon against the unofficial committee was an anti-Communist witch-hunt. He blamed the strike on "Communist saboteurs".

In the T&G he claimed that dockworkers were being exploited by a diabolical Communist plot — "behind the effort to involve the British Ports (was) a dastardly

the favourite reading matter of Tory MPs at Westminster, who often quoted from it.

In London, Deakin and his cronies won out. The Unofficial Committee failed to organise a proper mass meeting, and not more than 500 London dockers came out on strike. It was only in Manchester and Merseyside that the strike had any bite, and when the failure to get the London men out became apparent, the strike began to weaken in the north west.

7 ARRESTED

If things had been left as they were, the strike in the North West would have been isolated and in all probability defeated. However, it was at this point that the law stepped in. The police invaded a meeting of the London strike committee and arrested 4 of the leaders. 3 members of the unofficial committee on Merseyside were arrested too.

The 7 men were charged with "conspiring with others unknown to incite dockworkers to take part in strikes in connection with disputes contrary to Article 4 of the Conditions of Employment and National Arbitration Order, 1940. (Order 1305)."

The Government obviously thought that invoking the Order would give them a crushing victory over the strikers. 2 years before the Order had given the Government a decisive victory over a gasworkers' strike.

If they were hoping for a repeat performance, however, they were to be disappointed.

As soon as it was known that the seven had been arrested, 8,000 London dockers came out on strike, and 300 of them marched on the Magistrates Court where the preliminary hearing was being held. Apart from one who was arrested for 'Insulting Behaviour' the rest of the demonstrators were able to cheer the Seven as they were released on bail.

The preliminary hearing took

place on Friday 9th February. By the following Monday all the major ports were out.

On the advice of the unofficial committee there was a return to work in order to conserve strength for when the Seven next appeared in Court.

On February 27th the case came up again at the Bow Street Court before the Chief Magistrate. Again the docks were crippled by unofficial strikes.

By now the issue had broadened beyond the docks into a general struggle against Order 1305.

The "Road Haulage and Allied Trades Committee", an unofficial committee of lorry drivers, organised a strike in support of the Seven, as did building workers on the Festival of Britain site. An Appeal Fund was started and a trade union defence committee formed.

Eventually the case arrived at the Central Criminal Court at the Old Bailey. It opened on Monday April 10th and lasted until the following Wednesday. Throughout the trial London dockers came out on strike and picketed the Court.

Meanwhile, inside the Courtroom, the Prosecution produced plain clothes policemen who had attended dock meetings, and who gave word for word accounts of what the Defendants had said at these meetings.

T&GWU officials also rolled up to give evidence against their own members.

The defence for their part insisted that the strike was not a 'trade dispute' since it was directed against the union leaders and not against the employers, and therefore was not covered by Order 1305.

VICTORY

The Seven were tried on three counts. The jury found them guilty on one charge, couldn't decide on another and never got round to discussing the third. But, since according to the Judge all of the charges depended on whether or not the strike constituted a 'trade dispute', the jury's findings were said to be 'illogical' and so the Attorney General hastily dropped all charges. But few dockers believed this official explanation for the dropping of the charges.

Throughout the trial dockers had been coming out on strike and the fight to put an end to Order 1305 had gained immense support in the organised labour movement.

Support was growing — and the Attorney General could have had no doubt as to that, since every day the Court was picketed by dockers and other sympathetic workers.

The dockers were released and carried away shoulder high by their supporters.

Later, Order 1305 was withdrawn completely.

This excerpt from working class history provides an obvious example of how workers should deal with anti-strike laws. The legal niceties of Court proceedings are nothing more than a charade put on to dupe the people — to make them

Continued on Back page

THIS ARTICLE WAS WRITTEN BEFORE THE 5 DOCKERS WERE JAILED, AND BEFORE THE PICKETING DRIVERS DECLARED: "As trade unionists we must fight against the Industrial Relations Act together."

FIGHT FOR REGISTRATION

KEY TO UNITY BETWEEN DOCKERS & CONTAINERMEN

by DANNY JAMES

THE SIGHT OF FELLOW T&GWU members confronting each other over the picket lines isn't a happy one. The picketing of London docks by drivers, a picket directed not against the employers but against the dockers, amounts to a declaration of war. It could well lead to a fratricidal war which will benefit neither dockers nor drivers, but which will suit the employers down to the ground.

As every union member knows, 'unity is strength' is the ABC of trade unionism. And as every employer knows, 'Divide and Rule' is the ABC of the bosses. There is nothing an employer loves more than shedding crocodile tears and moaning 'It's an inter-union dispute; nothing I can do about it'.

A division in the working class on this scale is nothing less than a tragedy, of that there can be no doubt. But merely saying 'Unity' doesn't solve anything. If 'unity' means allowing the employers to continue to undercut the hard-fought gains that dockers have won, then better to have disunity.

But is there a possibility of another type of unity? Is there a possibility of a unity in struggle against the employers and their plans to erode dockers' jobs? If there is such a chance then we should seize it.

T&GWU

As to where the blame for the present tragedy lies, there can be no doubt. It lies squarely on the shoulders of those T&G union leaders who sold to the employers the right to man container bases with non-registered labour.

It was a god-send to the bosses. It meant that they could push ahead with containerisation, knowing that at the same time they could undercut dockers' rates of pay and job security, with impunity. While cheap labour has meant a bonanza for the container firms, it has meant a catastrophic loss of jobs in the established ports.

For allowing the employers to use non-registered labour to do dockers' work and thus creating the split between dockers on one side and drivers and container workers on the other, the T&G officials stand condemned. But if it was the T&G leaders who got us into this mess, then they have shown themselves totally incapable of finding a way out of it.

Quite clearly it will be up to the rank and file and the shop stewards committee to find a solution to the mess with which we've been lumbered. The problem is — how?

In the short term the blacking of container depots and non registered ports is the only defensive measure open to us. This blacking should be continued and extended, but at the same time we must recognise that it is only a short term measure.

The container depots which are being picketed only represent the tip of the iceberg. The bulk of con-

tainer stuffing and stripping is done at inland ports in such places as Birmingham and Leeds. It's impossible to ensure that all dock work is done by registered labour by just chipping away at individual firms. Even if we won the right to all dock work within the 'dockers corridor' defined by Bristow the employers would simply expand the inland ports in order to get away from registered dock labour. It was the sell-out by the T&G leaders that allowed these inland ports to spring up in the first place. If the container magnates knew that they had to employ registered labour then they would have built their bases near the established ports.

Any long term strategy for beating unemployment and the unattached register must take account of these inland ports.

The only long term solution is to make sure that ALL dock work, regardless of where it is, is done by registered dockworkers. While fighting the immediate short term battles we cannot afford to forget this long term aim.

While continuing and extending the blacking we must also be prepared to extend a hand to those men already manning the container depots, because to ensure that all dock work is done by registered dockers requires the active support of at least some of the container depot workers.

JOIN US!

The national shop stewards committee should say to the container workers "We are not out to take your jobs. We are fighting against the employers undercutting OUR rates and conditions by using non-registered labour to do OUR work. If you are prepared to fight your own employers to become registered dockers, if you are prepared to fight for the principle that all dock work is done by registered dockers, then we will fight with you.

"If you go on strike in order to win dockers' rates of pay and dockers' job security then we will black any containers loaded by scabs, and support your struggle in every way we can. If on the other hand you don't take up this offer, if you continue to be used by the employers to undercut the gains we have fought for and won, then we will fight against you. We will black your firms until they use registered dock workers to do the work that is rightfully ours."

The operative word here is 'fight'. Anyone is willing to sit around and do nothing while others fight to improve his conditions. But are the container workers, who have in many cases shown themselves to be employers' stooges, prepared to fight their own employers for the same rights that dockers have won? We think that some of them, at least, will be prepared to take up this challenge.

No doubt many dockworkers will be justifiably alarmed at the idea that a hand should be extended to

the container depot workers. After all, have they not gone to the Industrial Relations Court asking for the imprisonment of Bernie Steer, Vic Turner and Alan Williams? Have they not put their finger on pickets at Chobham Farm, informing on them to the police? Surely it is a fist, and not a hand, that should be extended to these sort of people?

Yes, of course, there can be no hand-shaking with those who ran to the Tory Courts. They should be expelled from the T&GWU. Yet there must be those container workers who are not prepared to be employers' stooges, who are prepared to fight against their own employers rather than against the dockers.

By extending a hand to container workers as a whole we can split off the true trade unionists from the narrow-minded traitors and scabs who sang in the Tory courts.

This is the only long term solution. The blacking of individual firms, important as it is as a short term measure to deal with the immediate threat, can't achieve a long term solution as long as it is restricted to those container depots near registered ports. The mass of unregistered labour doing dockers' work can't be chipped away at bit by bit. To ensure that all dockers' work is done by registered labour will require the splitting of the un-

registered labour into those who will fight with us and those who prefer to fight on the side of the employers.

In the past, registered dockers have approached unregistered container workers with a view to the latter becoming registered dockers. In Preston there are 270 registered dockers to about 900 non-registered workers who operate the container base. The dockers approached the container men to see if they could get them to fight for the principle of registration. The container men, who could not see further than the end of their noses, turned down the offer.

However, if the carrot approach failed, then the carrot and stick approach might succeed. That is, we say to the container men, "You are doing dockers' work, although you are not registered dock workers. As such you are actively helping the employers to undercut the rates of pay and rights that we have fought for and won. It is up to you to decide. Either you fight with us against the employers or you remain on the side of the employers and we will fight tooth and nail to make sure that you do not do dockers' work."

Ted Johns, leader of the Drivers and Warehousemen's Action Committee, which has been responsible for the pickets directed against the dockers, has said that he is in favour of a joint campaign to save jobs by reducing the working week. A reduction of the working week is also one of the National Shop Stewards Committee's nine points.

A joint campaign by the two committees is obviously welcome, but there can be no unity when any agreement won by dockers to reduce the working week can be undercut by the employers using non-registered labour. Is Ted Johns prepared to back up what he says by standing with the dockers against unregistered labour doing dock work? Are he and those who follow him prepared to fight their own employers for the principle of registration? ♦♦

HULL BLACKING LIST

The following firms have been using either Howdendyke or Selby and the Hull and Goole Shop Stewards consider these firms should not be worked in any Registered Port. This list will be sent to the National Shop Stewards Committee.

Roy Atkinson	Pollington	
Balderson	Lincs.	GVL 654F
Beach Hill & Sons	Barnsley	
W. Brown & Sons	Boston Spa	
I.J. Blakey	Hull	
A. Byatt	Doncaster	
J.W. Booth		WWV 179G
S.D. Cooper	West Cowick	
Duffys	Thorne	
R.J.		VWX 601F
Earnshaws	Blaxton	
J.S.G.	Snailth	
J.S.C.	Snailth	
Holman	Carlton	
J. Horner & Son	Hull	
Houlsham		FWW 162J
S.A. Holt	Gilberdyke	
Kershaw	Rotherham	ARB 370B
S. Longson	Chapel-Le-Firth	
Moony & Morley		
Morton	Sheffield	
Bill Newman	Howden	
F. Parott	Selby	
Wiggleworth	Scunthorpe	
Raynes	Barnsley & Sheffield	
Reeds	Garthorpe	
L.A. Reed & Son	Swinefleet	
H. Preston	Knottingley	
C. Plumb & Sons	Hatfield - Doncaster	
B. Rooks	Barmby Marsh	
Scunthorpe Hauliers	Brigg, Scawby Brook	
R. Scrutons	Gilberdyke	
S. & G. Cowick		
Sid Teal	Beverley	
Chantry	Goole	
F. Woolas	Swinefleet	

The following are the numbers of the nameless motors which crossed the picket line: XWW 89G; ARH 421B; OHH 559G; BWF 119K; AMW 726; LWF 604F; DKX 157B.

LIVERPOOL

IF THE JAILING OF THE 5 London dockers had not brought all the ports out, Liverpool would have been out anyway in a local struggle against redundancies. The dispute came about over a two-year old agreement with A.E. Smith-Coggins, the major employer on the docks. The agreement provided that some clerical work should be done by registered dockworkers who could no longer do heavy duties.

The clerical workers agreed to this and the agreement operated until Smith Coggins moved from the South docks to the North docks.

But under cover of the move they tried to scrap the old agreement and recruit wharfage clerks from the staff.

After a few days the employers conceded that registered dockers should do the work; but they still hadn't done with trying to put one over. They now said that two men would have to do the work that one man did before — on two ships at once rather than one as previously.

At this point all the dockworkers employed by Smith-Coggins came out. In meetings with the management it became clear that Smith-Coggins were being backed up by other firms. So far from it being an issue of just one job, as the press tried to make out, the struggle was part of the general employers offensive to reduce jobs.

If Smith-Coggins win this one, then the next fight will be over 5 jobs, and the next one over 50 jobs. Management have said that 500 Liverpool dockers are 'surplus to requirements' and they clearly saw this as the thin end of the wedge.

Throughout this dispute there has never been any question of 'dockers after other people's jobs'. The clerical workers agreed that the work should be done by registered dockworkers and are now on strike for parity of wages and conditions and a similar port register.

This is of course the best way to fight unemployment. Instead of moaning about dockers' 'privileges' the clerical workers have taken a leaf out of the dockers' book and are fighting for the same rights (not privileges) as dockers have already won.

FERRYMASTER

Recently 8 container depot workers who work at the Ferrymasters container depot in Preston put in for a wage increase. They got support from lorry drivers but thought they wanted the strength of the dockers to win, so they went to the docks shop stewards committee and asked them to back one of the ships.

The shop stewards expressed sympathy with the men but said there would be no solidarity action. The stewards pointed out that the container men should be fighting for the principle of registration, for dockers' pay, dockers' job security and manning scales. If the container workers did that, then the stewards would be with them, but as long as they were undercutting the gains dockers had made, then they would be on their own.

MANCHESTER

In MANCHESTER the check clerks have recently put in for a day's pay for the day after they finish when working one night. This is something ALL dockworkers should have had long ago as it has been the perk of the foremen for some years.

The present situation on the docks has shown how wrong the Manchester delegates were in voting to give the employers a longer time to deal with containers. The employers and the Government have used this time to prepare for a fight against the dockers, but more important than this, it has given them the opportunity to choose their own time for the showdown.

All delegates on the NSSC should tackle the Manchester national delegate and the Manchester lay delegate at the next meeting and if they still insist on double dealing the NSSC, it is up to us here in Manchester to sweep them out of office.

KNOW YOUR ENEMY

In the latest issue of *The Port*, a so-called independent paper published for London dockers, there's a letter from Philip Chappell, chairman of the National Ports Council.

The National Ports Council is an employers' organisation on which sit all the leading port owners, so what this powerful body has to say to *The Port* should be of interest.

In fact the letter amounts to a paternalistic pat on the back for this employers' paper. "Fair", "honourable" and "a remarkable piece of industrial communication" are the praises which he heaps upon *The Port*. In particular he is taken with the "fairness" of the previous issue which covered the Container crisis. Why? Let *The Port* answer. We quote from its editorial. "It (the Jones-Aldington Committee) is a committee on which there are lay dockers as well as other transport men. The committee will report in less than a fortnight. Its findings will be as crucial to the industry's future as the original Devlin report. The rational thing to do is to wait for it. Not to jump the gun by further extending the existing strife. *THE PORT* believes that dockers should do the same. They should cool it until the report is out."

In other words *The Port* is bolstering up the Jones-Aldington committee. The Jones-Aldington committee was not started to find a long term solution to unemployment on the docks. It is there to find an answer to the employers' problem — how to get things back to normal.

In all probability it will propose higher severance pay and give dockers a few jobs around London container depots.

This is no solution as far as dockers are concerned. It merely represents the price the employers are prepared to pay in order to keep containers worked by cheap labour.

And that's the reason why *The Port* is plugging it.



from p.6

1951 contd.

think that justice and the law are the same thing.

Once the working class gets seriously involved in this charade then it loses its way. It begins to trick itself into believing that there is justice in the Courts. It abandons the only true weapon it has, which is the power it possesses by being the sole creator of wealth. This is as valid today as in 1951.

However, it would be wrong to create too close a parallel with now and 1951. Order 1305 was a piece of war time emergency legislation that would probably have died a natural death anyway if it were not for the fact that the dockers gave it a final kick into the grave.

For the first time in several years the nationalised ports made a profit. This was announced in the annual report of the British Transport Dock Board, the body which governs all the nationalised ports. Where this profit came from is revealed in the report.

Despite a decline in total tonnage of 7.8 million tons, there has been a massive increase in the container side of the industry. The overall increase in the number of containers passing through BTDB is 10½%, while the total tonnage handled by containers has increased by 16%.

So despite an overall drop in the amount of tonnage BTDB was able to increase its profits by increasing containerisation. So if the BTDB is making a profit, why are men in Hull (a nationalised port) still languishing on the unattached register? We should be demanding work sharing with no loss of pay.

Otherwise the containers in the registered ports are just as much a threat as the unregistered container ports.

Thanks Jack

The report also contains the following statement: "Tribute is paid to the co-operation of the trade unions in the formulation of schemes for improving productivity and efficiency and the continuing work of job evaluation." In other words the union officials are still selling our jobs. For our part we'd like to know exactly what "schemes" were "formulated".

Tees & Solidarity

Saturday 22nd. July, tucked away at the bottom of the Evening Gazette's front page under the heading **Tea and Sympathy** a report stated that so far 1,000 Teesside dockers had decided to strike in protest at the internment of the 5. This was decided at a series of tea breaks, hence the heading. Mr. Bernie Ward (T&G District Sec) and Mr. Stan Wright (Docks Manager) stressed the strike was unofficial. Mr. Wright added that the decision to strike did not come from a quarrel with the employers. **Quite right mate!** It comes from a quarrel with the employers' agents, the Tory Government.

This isn't the case with the Industrial Relations Act. The Act is essential to the Government in a way that Order 1305 was not, and it will vigorously fight for it: the stakes are higher this time round.

But if the stakes are greater now, then so is the strength of the working class. In 1951 it was very often the minority of dockworkers who came out on unofficial strike while the majority went on working. Today you would be hard pressed to find any scabbing at all on unofficial strikes in the major ports.

Also, dockers are united nationally far more than in 1951, through the National Ports Shop Stewards Committee. Today the dockers, united with other workers, can win a victory over the anti-union law that will make 1951 look like a very minor skirmish. ♦♦