

SHIP CANAL

DOCKERS' WORK

The job of filling containers has led to a national argument. Who's job is it? Who should fill a container? Dockers or non-dockers?

Salford dockers took the matter to court and won their case, only to find that the big-wigs of Barton Dock Road have appealed to the High Court to reverse the decision.

In a month's time there will be a tribunal in London to sort out the problem there. Some of the London employers had shut up shop on the docks to get away from the militancy of the dockers and had set up outside the port to pack containers - using the cheaper labour of non-dockers.

And this is at a time when there are 2,000 men stamping every day in London. It shows to what lengths the employers will go to increase their profits.

It also shows that we need to keep our eyes open all the time: ~~why~~ was the question not sorted out well in advance by the Union?

Liverpool, however, won't have to worry. They have forced the employers to 'see reason' - by a 4 day strike.

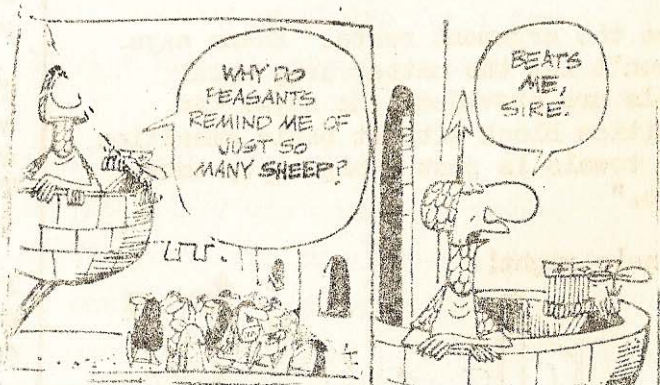
A case that is 'won', like ours, in a courtroom can always be appealed against. But a case won by industrial action is one they can't appeal against.

Let's not forget that.

T.&G.W.U. DELEGATE CONFERENCE

Brothers Magennis, Gee and Mahony went to the T&GWU Delegates Conference last Friday.

The Conference certainly produced some fireworks, and there was a call for a



Reprinted from Wildcat, a new

national one-day strike in support of a demand for a higher basic rate for all dockers.

This was narrowly defeated by an amendment giving the employers until January to cough up. Do you think they will, just like that?

Let's be ready for a fight in the New Year!

Amenities

When working over at Vere Street, wagon-sweeping, Frank Evans completed his work and went for a shower. When he got to the brand new "amenities block", which is believed to have cost £15,000, he looked around him and thought to himself - "it's good on the docks these days. We may have had to fight them tooth and nail for God-knows how many years for this amenities block - but at least we've got it now."

Five minutes later Evans came storming out of the "Amenities Block" and went straight upstairs to see Morton.

Why? He had discovered that no towels are provided at the new "Amenities Block"!

He demanded to know why.

Morton said he considered it more hygienic if dockers brought their own towels - and there was no truth at all in the idea that the Ship Canal Co. was simply penny-pinching.

Evans pointed out that it was hardly hygienic for men working on, say, chemicals to bring their own towels, when they might carry poisonous chemical traces back to their kids on these "more hygienic" towels.

There the argument rests. Evans says he won't let the matter drop until towels are provided. He says: "An Amenities Block without basic amenities like towels is just a big empty show-piece."

And he's right!

Kidnapping

The recent dispute over what pay a man should get if he were sent home after turning in on a Sunday morning has led to one Union member approaching Harold Gee.

He showed him his wage slip. Harold

said: "You are 12 bob short. You'll get it next week."

The following week the same member again showed our Branch secretary his wage slip, asking: "So where's the 12 bob?"

"Oh" said Brother Gee "I was kidded."

Come off it, Harold, don't you think we're the ones who are being kidded?

Branch!

The last branch meeting unanimously passed a resolution calling for work-sharing at Vere Street container depot.

The branch intend to fight on this issue. The branch will not tolerate any dragging of feet or feeble excuses, either from the employers or the Union officials.

It calls on every docker to fight for a fairer share for everybody.

The next Branch meeting is Saturday Nov. 15th, Flying Angel, 10am.

P.S. Readers will remember that in our last issue we carried an item proposing exactly this. No wonder the Powers That Be, on the docks and in the Union, don't like us very much!

Liverpool

According to the Express and the Mirror, Liverpool dockers are now on £40 a week, as a result of a new agreement.

As usual, these paper only tell half the truth. Because the agreement in question is an interim award: nothing is permanent yet.

The Interim Award provides for a basic wage of £16 per week and the guarantee which rises from £17 to £20 for 40 hours. They will get 3 weeks holiday at a rate of £24 a week.

It seems that the Liverpool men have dropped the dirty cargo differentials in exchange for different piece-work rates.

At this stage we don't know enough to comment. But if the report is true, they seem to have got a bad bargain indeed.

READ

S O C I A L I S T W O R K E R
On sale weekly at dock gates.

4d.

Phil.Liz.

Ship Canal is outraged by the scandalous treatment given to the Queen and the Royal Family. It is disgusting that they should be forced to live on such a miserable pittance by the state.

We have decided to launch an immediate fund to rush urgently needed cash to Buckingham Palace. We hope that our readers will treat this call with the seriousness that it demands.

The Queen has to manage on a mere £475,000 a year, voted to her by Parliament on the Civil List. From this slender sum she pays her 300 staff, maintains her several residences, donates to charity and, with the small change, buys the odd off-the-peg comfi twin-sets from C & A.

She also has several genteel relatives to support, who have fallen on hard times. While Prince Philip (£40,000), the Queen Mum (£70,000), the Duke of Gloucester (35,000), Princess Margaret (£15,000) and Prince Charles (£100,000) receive annual salaries from the state, Princess Alexandra, the Duchess of Kent and the rest rely on the Queen for the odd tanner and crust.

Of course, there are a few perks on the s side. The Queen's private income is not disclosed by her bankers (Coutts and Co, if you're thinking of opening an account there) but she receives an annual £150,000 a year alone from her lands in the Duchy of Lancaster, which is not taxable.

In 1962, it was estimated that the Queen's private fortune stood between £50million and £60 million, but the Tory Bow Group thinks that figure 'astonishingly modest'.

Of course, the Royal Family have no-one to blame but themselves. They should take a leaf out of the dockers' book - and get organised.

PRODUCTIVITY

Some difficulty may arise in choosing the right union for them. Perhaps the Transport and General Workers for the Queen and the Supervisors and Technicians for Prince Philip.

Naturally, any pay rise given to the Royal Family must contain 'productivity concessions' in the national interest.

We suggest (being helpful and loyal people) that perhaps in return for a small

increase, Prince Philip should agree to go on a continuous world cruise that would keep him out of the country permanently.

The Queen has already taken a step in the right direction by abandoning her Christmas broadcast. In return for a $3\frac{1}{2}\%$ wage rise (keeping her within the Incomes Policy) we think she should agree to refrain from making any further public appearances at all.

But this is mere reformism. Harold Wilson had the right idea years ago. He said that when any major business, vital to the economy, was failing the nation then the state must step in and nationalise it.

Nationalise the Royal Family! The obvious solution - though we would be failing in our revolutionary duty if we omitted the demand: Under Workers' Control.

tin box

Containers Containers for the Chosen
Few

All we ask is that we be allowed
To Fill them too.

Containers Containers those boxes of joy
The Chosen of Vere Street cry out with
joy.

Send them to us for rapid despatch
We'll keep the rest off our little patch.

Containers of metal are for a few
So what will the Canal do with me and
you?

O.C.L. have paved the way
To get rid of the docker of today.
In Trafford Park they laugh and jest
At our Union's request
So what are we to do
Join the Unemployment Queue.

by I.Mule



the smoke

"The PORT" - the London docks newspaper financed by the port employers, is full of praise for the T&GWU decision to hold a secret ballot of members for the acceptance or rejection of Phase 2 of the Devlin Scheme.

The copy of the proposed agreement given to each docker with his ballot paper contains some 88 clauses in 13 foolscap pages.

The workers will have a fortnight in which to study this document which took the T&GWU and the employers more than two years of constant discussion to draw up.

Our leaders and our employers must assume the docker is better able to absorb their proposals than they were to formulate them. The provisions in the document have been common knowledge to the T&GWU leaders and the employers for more than two months, yet there is this sudden urgency to rush them through by secret ballot.

The men will be asked to vote a straight YES or NO to the complete agreement without a chance to amend any clause they may object to. Of course, there will be hurried mass meetings in each sector at which trade union officials will be

available to answer questions on the 88 clauses, some of which could be interpreted several ways.

The meetings will give the whole thing a facade of democracy.

One thing the majority of dockers wanted to see when piece-work was abolished equality of earnings on a time-work basis. But the new agreement provides for a vast differential between what are termed 'A' men (fit for all dock work) and 'B' men (fit for light labour only).

'A' men will receive £33.10 with certain allowances for working aboard ship, handling frozen cargo, etc. The 'B' men, who have become unfit by being injured or disabled in the employers' service, will be paid £25 a week, a basic difference of £8.10 or £4.25 a year.

No doubt this is the employers' idea of rewarding a man who has served well for 20 years or more and then becomes unfit due to deplorable working conditions.

The most dangerous provision in the new deal is that of work study being introduced into the docks industry. The T&GWU should be well aware of the increased exploitation in other industries through work study - such as Measured Day Work in the car and engineering industries.

BLUE SAY NO

Perhaps the Union leaders are not concerned about the problem, since Jack Jones, and his fellow paid officials won't have to suffer the indignity of applied work study.

The Blue Union (NASD) have rejected shift work outright. It is to be hoped that the T&GWU dockers apply their renowned common sense, known as Dockology, and return their ballot papers marked NO in large capital letters.

From Terry Barrett (T&G)
& Alf Waters (NASD)
(London)

SHIP CANAL is published by supporters of the International Socialism Group in the Port of Manchester. Articles, letters etc should be sent to: 11a Rowan Avenue, Manchester 16.

FRED'S FANCY

CLYDE should do well
in the 2.30, Fri. 14th.