

Workers press

The daily organ of the
Central Committee of the
Socialist Labour League

INCORPORATING THE NEWSLETTER • PUBLISHED FROM TUESDAY TO SATURDAY • NUMBER 215 • THURSDAY JULY 23, 1970

PRICE 6d.

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Later, he added that it seemed unreasonable 'if these vitally important modernization agreements are going to be held up by negotiations over an old-fashioned time-rate'.

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And since the employers provoked the strike by refusing to settle the unions' fully justified and long-standing claim for a £20 basic rate, the responsibility for the spoiling of any cargoes must rest entirely with them.

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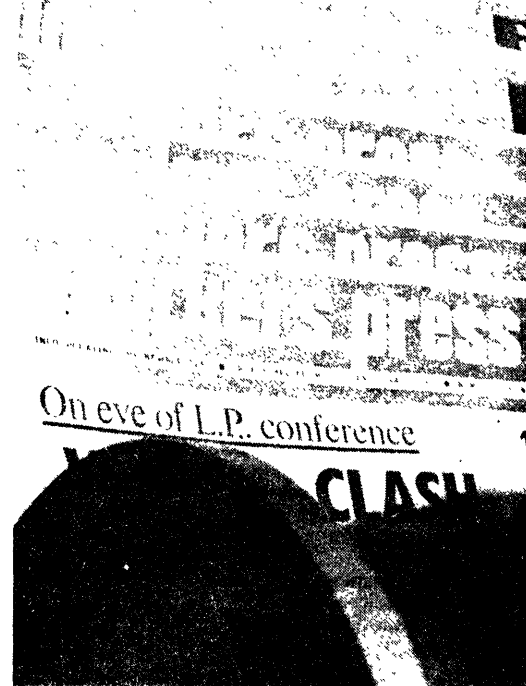
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THE FACT that most major shipyards of the capitalist world have full order books can in no way be seen as a shipping boom and a consequent glut of jobs for seamen.

The opposite is the case.

Modernization of world shipping now taking place should be looked at in the same way as modernization of the docks and mines in Britain.

Combined with new systems of working, the new equipment there has meant a continuous jobs decrease.

The great incentive to hit out to an even greater extent at the seamen is implicit in the employers' crisis.

Big initial profits for the first in with the new methods and a buyers' market on ships as the shipbuilders cut profits to the minimum to win more orders, quickly changes to a cut-throat war among the shipping operators themselves as more and more of the established firms fight for a slice of the chief shipping routes.

CUTBACK

Five main trends are developing in the shipping industry which are contributing heavily towards a continuous cutback on jobs. These are:

1. The replacement of conventional shipping by container vessels, monster bulk carriers and so on. In many cases, this means one ship doing the work done previously by five or six.
2. Automation aboard ship. All loading, steering and engine room activities being carried on by automatic control systems.
3. Faster turn-round of ships in port. This adds up to more trips each year with fewer ships.
4. Changes in the concept of ship-repairing. Instead of being docked for repairs, 'flying squad' repair gangs work on the ships while at sea. Reductions in the number of ships laid up at any given time, again, means fewer ships needed.
5. Rationalization of the crew's work. All individual positions disappear and each member of the crew becomes a general purpose worker who must carry out any duties in engine room, deck or catering assigned to him.

During the latter part of the 1960s, these developments have moved from the experimental to the operational stage, and are expected to spread through the great majority of the world's shipping during the next five years.

Just some aspects of the application of these trends are as follows:



A ship is launched at Birkenhead

MODERN SHIPS

The increase in the use of oil products, coupled with the closure of the Suez Canal, has led to the development of the super tankers of more than 200,000 tons (in the 1950s 50,000 tons was usual).

This has meant that one ship, with a complement of 52, transports the same amount of oil as previously carried by five ships with 41 men aboard each.

Two hundred such super-tankers are already at sea, or on order. More and more container ships are being built as specialized cellular vessels and are being increased in size, and the invention of the collapsible container reduces the amount of space taken up in returning empties.

The number of container ships in operation throughout the world is around 300 (in 1968 it was 50).

A more recent development has been the lighter-aboard-ship system (LASH), by which a seagoing vessel carries barges which can be dropped off directly at the outlet to inland waterways. This type of vessel is specially constructed with an internal con-

SEAMEN FACE DOCKERS' PROBLEM

BY BERNARD FRANKS

MODERNIZATION MEANS GIANT JOBS CUT

veyor system and a lift to load and unload the lighters.

The first of these ships, the Arcadia Forest, built in Norway for Central Gulf Lines, was put into operation in 1969. Another new type of vessel is the ten-deck car carrier.

With sideport loading and some decks actually moveable, this ship can carry up to 3,200 cars.

CAR EXPORTS

The Norwegian-built 'Laurita' is the first of three such vessels to be built to carry car exports from Europe and Japan to the USA. It made its maiden voyage in January this year.

In several countries, the possibilities of using nuclear cargo ships to give a knot or two of extra speed and to reduce fueling time are being considered.

The W German research nuclear powered ore carrier, 'Otto Hahn' has been in operation for 18 months and will go until 1972 before re-fuelling with a second reactor core. Its top speed is 17 knots.

kind in the world is the 138,370-ton Japanese tanker, 'Toko Maru'.

This ship incorporates a computer system which links directly to a special radar set enabling the tracking of ten other ships simultaneously, giving the course and speed of each.

The computer will give alarm at the possibility of collision and will give instruction for avoiding danger. The computer also fixes the ship's position from US naval satellites; carries out direction fixing based on automatic calculations from compass bearings and from weather, wind and current effects; controls loading and unloading of ships, i.e. controls pumps, valves, pressure in the oil lines and monitors the draught of the ship.

TRACKED

Stresses and strains of the ship itself are tracked and details of cargo movement given.

The computer is also linked to the engine room where it watches the engines (main and auxiliary) and checks temperature and pressure. Warnings of faults are given and correction measures typed out.

It can also take action automatically in a crisis, slowing the main engines, changing pumps, etc.

All such actions it reports to the engine room where it automatically scans all engine room instruments and logs the results.

One other job that the makers claim can be carried out is the medical diagnosis of illness among the crew. Symptoms of any illness may be fed into the computer, which then gives the name of the sickness, and recommends the treatment.

Presumably, this will cut the demand for ships' doctors.

The computer is said to be able to carry out all the above operations simultaneously and requires only moderate knowledge of computers to operate.

The 'Toko Maru' has a crew of 36, but future ships of this type are expected to operate with only 15 men.

LOADING AND UNLOADING

Ship operation is, of course, not separate from port operation and the rationalization of dock work which brings loading and unloading time down from two weeks to two days or less adds enormously to the percentage of time the ships and seamen spend at sea.

For example, it is estimated that a container ship is loaded and discharged 30 times faster than a conventional vessel and so spends about 80 per cent of its working-life at sea, compared with only 40 per cent for conventional ships.

Also, the last word has not yet been said in this sector, as experiments with direct ship-to-shore moveable conveyor systems are being conducted which could lead to an advance on the present use of cranes to handle containers.

SHIP REPAIRS

The move towards mobile repair gangs already mentioned has been made by a Dutch firm which supplies 'flying squads' of skilled labour who board a ship at sea, or in port, and work during the voyage, repairing faults or damage.

If it is work which can only be done in dock, they at least do as much of the preparatory work as possible.

For example, the 'SS Columbia' was found to be needing renewal of some tubes in the ship's starboard boiler.

A work squad was put aboard at Amsterdam, and the ship continued on to Philadelphia, USA. The work was completed en route while the vessel steamed on the port boiler only.

For as long as human beings have transported cargoes across seas, the terrible fight of the seaman with nature has had to be fought, as it were, in hand-to-hand combat.

REMORSELESS

Always there has been a constant heaving and hauling, scrapping and painting; and with the advent of steam, a remorseless grind of cleaning, oiling and shovelling was added to the list of tasks.



Some of the crew of the Queen Elizabeth during the 1966 Seamen's strike.

As if this were not enough of a burden, the battle was stepped up to huge proportions as the profit motive gave the reason for carrying goods from A to B in the quickest possible time and at the lowest possible cost.

A measure of how even today this battle goes on continuously is shown in the fact that world shipping losses average 150 vessels a year or one ship every two-and-a-half days.

Now, at last, when a measure of the tasks are for the first time falling under the sway of machine operation, when a measure of the idyllic life which some non-seamen have associated with sea and ships appears within the grasp of reality, the section of the working class which should benefit from such advancement is to be either callously cast aside or made to fit, machine-like, into the employers' concept of how the new developments should be used.

In fact, under capitalism, it cannot be otherwise.

INTENSIVE

The ships and new equipment were bought under the pressure of intensive competition, and solely as a means of squeezing more profit out of the work of the seamen. The shipping bosses are gratified by the new chance of making bigger profits that modernization brings, but horrified at the cost.

As far as the seamen are concerned, the employers' only aims are:

- a) By using automation, not to aid the workers, but to replace them.
- b) To break down all demarcation between different jobs and categories of work so that each man can be kept fully occupied, rushing from one task to another in any part of the ship.
- c) To use time-and-motion methods to 'rationalize' all methods and actions, so that they can be done at the fastest possible pace. This will squeeze yet more operations into the working day of the seaman.
- d) To introduce stronger, sterner discipline to ensure that the demanded speed of operations is adhered to.
- e) To break up, weaken and smash the organized strength

of this section of workers to make the act of throwing them on the scrap heap so much easier.

To the employers, the modern ship is seen as a factory; the officers become the management and the crew becomes the equivalent to the production-line operatives.

In Britain, many of these systems, or the preparation for their introduction, are incorporated in the general purpose agreements being negotiated between the employers and the

ex-deck department will participate fully in all activities formerly undertaken separately by deck and engine departments . . . petty officers and ratings ex-engine room will also participate fully in all activities formerly undertaken separately by deck and engine departments . . . mechanics, if carried, will participate to the extent that work undertaken outside engine room duties will be extended to any activity on board in which their skills are appropriate.

GENERAL-PURPOSES

In each case the agreement states that experienced ship's personnel will give instruction and training to those learning new skills.

General-purposes deals are a first step in the employers' aims to cut back and discipline the seamen. They offer some improvement in pay, sickness benefits, pensions, overtime and death benefits in return for the right to continuously reorganize the labour force in preparation for the immense cutback in jobs that is to come.

Exactly what type of time-and-motion system the bosses are hoping to introduce on the ships is not known, but the Rochdale Report noted that in 1968 the shipowners spent a third of a million pounds on research to develop a method study involving all activities associated with ship operation.

Introduction of work study would lead to reductions in the number of jobs that had survived modernization and automation.

And just how big is this cutback to be?

The shipping companies on the Australia-Britain services have said it is their intention to replace 85 conventional vessels by 15 container ships. This is expected to be finally accomplished by 1978.

Also, in 1969, 36 ships were declared surplus on the North Atlantic lines.

These two sections alone account for the 'redundancy' of 121 ships or about 9 per cent of the British cargo fleet.

One forecast estimates that four to five ships will be able to carry the total United Kingdom-United States trade in goods which can go into container ships.

In fact, this is far fewer than the number of firms proposing to operate container ships on this run.

The same situation also exists on the Australia routes.

Container ships being built for this same trade by companies in different countries amount to far more than the 15 which, it is claimed, is all that is required to cover this section.

Not only a surplus of conventional shipping, but an over-production of container-carrying capacity is being developed, and even these figures are being described by some as optimistic; that inevitably the late entries into the field will only compete if they out-modernize the moderns and introduce bigger container ships, operating at greater speed with smaller crews.

Will some 'enterprising' outsider set out to corner the entire North Atlantic trade with one nuclear, two-man, jet-propelled container ship by, say, 1985?

The rate of development of modern shipping science over the next five years does not exclude such a possibility.

The outlook for passenger services is no better.

Since 1960, more than 40 British passenger ships have been taken out of service and not replaced. The effect of these changes on jobs is obviously

inadequate return on capital employed.

In fact, some companies have shown a marked facility for incurring heavy losses.

'Clearly, it is vital that the industry should be made more efficient in the shortest possible time. . . We have also suggested that the Industrial Re-organization Corporation should look closely at the industry with a view to rationalizing and facilitating mergers.' (W. Brankley NUS chairman, opening remarks NUS Annual General Meeting 1969.)

ATTACKED

While every single measure which the employers take to hold down wages and cut back on jobs gets solid NUS backing, a section of seamen are being viciously attacked. In the same speech, Brankley spoke of the ineffectuality of automation and added:

'What is not inevitable, however, and that cannot be accepted is that some of the new ships are intended to carry low-paid Asian, West Indian or African crews. The National Union of Seamen, faced with a continuing decline in its membership, will not meekly acquiesce to shipowners' habits, whims or preferences in this regard and looks to the government for support. A strong case was submitted to Lord Rochdale's Committee for arresting and reversing this foreign manning trend which presents British seamen with a most serious challenge and threat.'

The same issue of the union's magazine containing Brankley's speech also outlines an agreement between the NUS and the National Maritime Board which states that:

'It is necessary for it [the NMB] to exercise control over the numbers of non-European seamen employed.'

According to the magazine, this met with the unanimous approval of the union's Executive Council.

As is well known, a number of Communist Party members are on the NUS Executive.

In fact, the basis of many of the developments now taking place in the shipping industry was laid in 1966, when the employers and the Labour government combined to wage a political war against the seamen.

This was not simply a question of wages and hours, but was an intervention by the state to weaken and break the seamen's strike of that year.

It was an attempt to establish firmly the incomes policy by crushing a powerful section of workers who were opposed to it.

ACQUIESCENCE

Then, as now, the union leaders were prepared to acquiesce 'in the interests of the seamen'. Then, as now, the Stalinists of the Communist Party play a supporting role.

Recent articles by CP seamen in the 'Morning Star' say not a word on the purpose of the general-purpose deals or the agreement with the NMB.

Instead, the TUC—which has established its own special disciplinary clauses for workers who misbehave—is called upon to lead positive action against the penal sanctions of the Merchant Shipping Bill.

In the face of the shipping bosses' intention of solving their crisis at the seamen's expense, no reforms or half measures exist which can save the jobs.

Only the nationalization of the entire shipping industry under the control of the seamen themselves can bring a step towards the improvements and real job security that modern scientific and technical developments make possible.

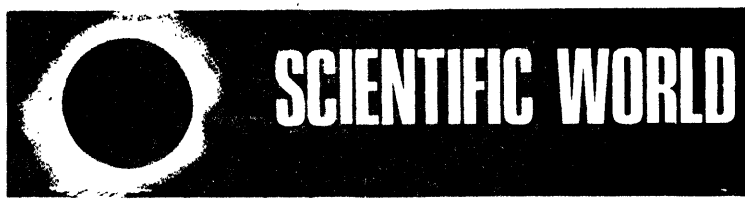
In the 1966 strike and in their continuous fight for rights, conditions and wages, the seamen have proved the need for a revolutionary alternative, a new leadership, as is being built by the Socialist Labour League and the Young Socialist.

JUST OUT

Germany
1931
1932

Leon Trotsky

Available from NEW PARK PUBLICATIONS
186a Clapham High Street, SW4. Price 25s



MANY HAPPY RETURNS?

LAST MONDAY was the first anniversary of man's first steps on the moon.

America's National Aeronautics and Space Administration celebrated the event in a way that has become all too common over the last four years—they sacked yet another 900 members of the space agency's staff and reduced it to below the 30,000 level, the lowest since 1963.

Overall, space manpower is down from its peak of 440,000 in 1966 to 144,000 and the NASA budget has been reduced from \$6 billion a year to the current year's \$3.4 billion — a cut by over half in real terms because of inflation.

★

The first anniversary of Apollo-11's successful flight finds the US space programme cut to the bone financially and NASA is forced to look back on a year which although producing the successful Apollo-12 mission, was dominated by the disastrous journey of Apollo-13.

For the US space programme, the year 1970 will go on record as the year when the capitalist economic crisis, which had already begun to show itself from the earliest days of America's race for the moon, finally took its toll in demoralization and negligence and produced just one damp squib.

'The Economist', commenting on NASA's plight, makes no mention of the recession but says:

'The Americans were as good as inviting trouble when they made an all-out bid to get to the moon without any clear programme in their minds about what to do when they got there. No nation invests \$24 billion in

order to provide scientists with some interesting photographs and a bagful of rocks.'

To which one can only reply that the United States government was quite willing to invest the cash (and the aerospace corporations were just as willing to take it) providing that it was an American who had held the camera and carried the bag.

If the 'bleep' of the 1957 Soviet Sputnik was a shock for the US ruling class, the 108-minute orbit of Yuri Gagarin on April 12, 1961 was the signal for any attempt at a controlled programme to be thrown out of the window.

One Congressman, James Fulton of Pennsylvania, convinced that a Soviet moon landing was imminent suggested a blue project, to scatter blue dust so that the moon will be red, white and blue.

President Kennedy sent the following directive to his vice-president Lyndon Johnson on April 20:

'In accordance with our conversation I would like you as Chairman of the Space Council to be in charge of making an overall survey of where we stand in space.

1. Do we have a chance of beating the Soviets by putting a laboratory in space, or a trip around the moon, or by a rocket to go to the moon and back with a man? Is there any other space programme which promises dramatic results in which we could win?

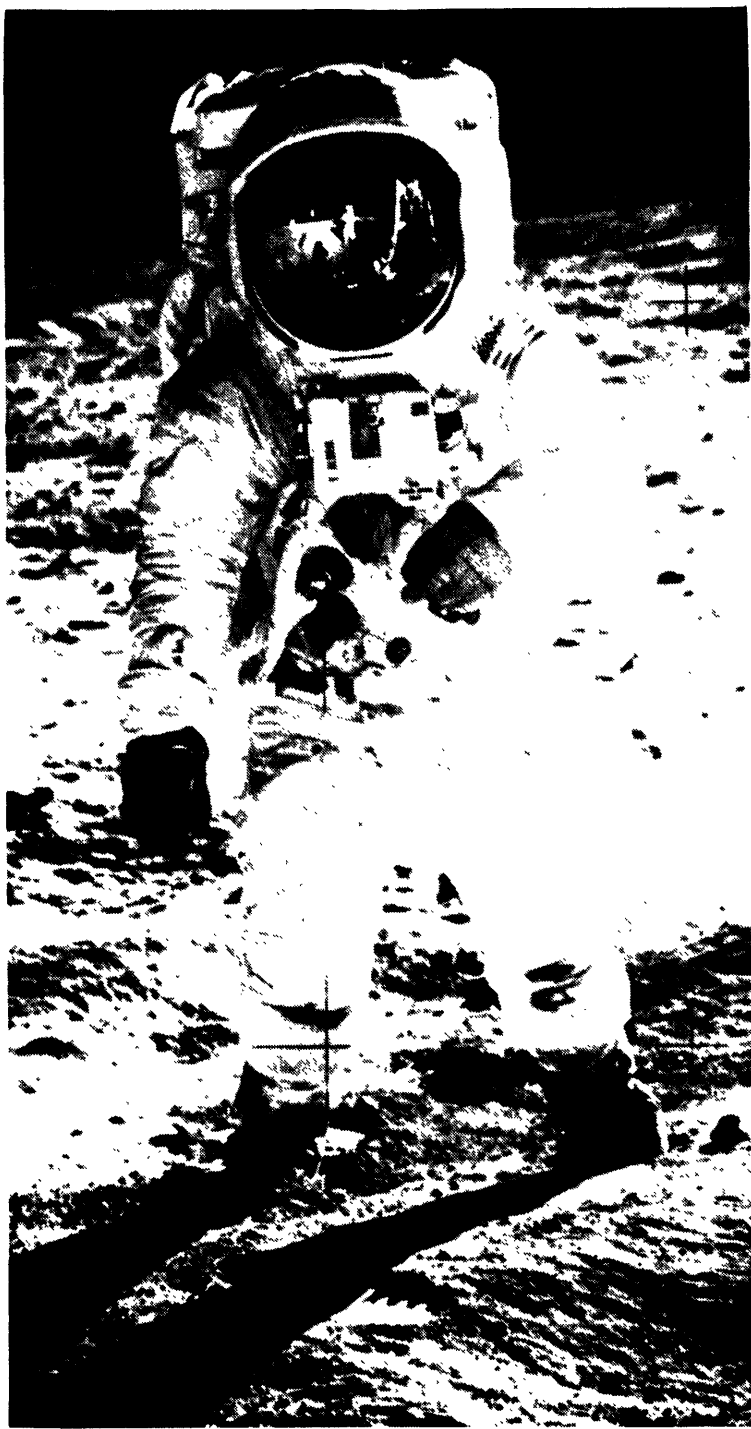
2. How much additional would it cost?

3. Are we working 24 hours a day on existing programmes. If not, why not? If not, will you make recommendations to me as to how work can be speeded up?

4. In building large boosters should we put our emphasis on nuclear, chemical or liquid fuel, or a combination of these three?

5. Are we making the maximum effort? Are we achieving necessary results?

I have asked Jim Webb, Dr



Wiesner, Secretary McNamara and other responsible officials to co-operate with you fully.

'I would appreciate a report on this at the earliest possible moment.'

The need to beat the Russians whatever the cost became the underlying principle behind the US space programme.

Now came the opportunity for the aerospace corporations to cash in.

Jim Webb, the then NASA administrator, had the final word on which company would gain the lucrative contracts, in particular the plum prize for the main spacecraft series.

★

In November 1961, Webb announced that North American Aviation would get the main contract. North American had proposed a total cost of \$400 million, one-ninth of the actual final cost!

It was not until 1967—six years later after the fire that burnt three astronauts to death in a 'routine' ground test on the

first manned Apollo craft—that Webb admitted that he had overruled the Source Evaluation Board who had rated the Martin-Marietta Corporation higher than North American.

The reason is not difficult to understand. In fact the mechanics were simple.

Webb owed his position in NASA and his wealth to Senator Robert Kerr, the most powerful man in the Senate and chairman of its Space Committee.

Kerr had thrown his weight behind North American on assurances that the corporation would build plants in Oklahoma, his home state. Naturally, there was something in it for him.

Kerr's own company leased some of its unused land to NA at a price.

In the book, 'Journey to Tranquility', Fred Black, NA's lobbyist in Washington who clinched the deal with Kerr, throws some light on the sort of wheelings and dealings that were involved as favours were freely given and taken and everyone got their cut.

'He invited me round to his office.' Black remembers, 'and we played some gin rummy. Then he asked me if I'd like a bank. He told me to write a cheque for \$175,000. When I said I didn't have it, he said he hadn't asked me that. He told me to write the cheque on the Fidelity National in Oklahoma City and then he took out a private telephone from his bottom drawer and called the Bank President.

'He told him he had a new customer for the bank, and that the bank had just loaned me \$180,000 and that I was giving him a cheque and a note simultaneously. With that he instructed the bank to buy 10 per cent of the stock in the Farmers' and Merchants' State Bank in Tulsa and to forward it to me. And that was how I bought my way into the Farmers and Merchants'. I'd borrowed the money, bought the stock, and then put up the cheque to secure the original loan. It makes sense if you look at it long enough.' (p. 158.)

No doubt, these and similar activities continue, but the pickings are not quite so rich as before.

★

As 'The Economist' puts it, NASA's future plans to build orbiting space stations by the use of re-useable shuttles 'has the Nixon Administration's blessing. But not its money.'

The kind of shuttle cannot be funded on \$3.4 billion a year, with a run-down and demoralized staff, when engineering groups and test teams have been broken up and scattered to the four winds.'

We can expect Apollo-14 to try again for Apollo-13's target in the moon's hilly Fra Mauro region next February and probably Apollo-15 will not leave until 1972.

The original plan for three Apollo flights was to wear up to about Apollo-24 is now defunct and it is most probable that the balance of the spacecrafts on order will be used in the development of a space station.

Although NASA scientists have put the probable cost of the series of space shuttle launches between \$3 billion and \$10 billion, this is almost certainly too low.

The plan is to launch a space shuttle every six weeks to construct a 12-man space station. This would involve about 90 flights spread over a decade and is unlikely to cost less than the \$24 billion bill, notched up by Apollo.

It should be added that North American has already got in on the ground floor, hardly worse for wear after its slap on the wrist over the Apollo-13 fiasco!

A year after Apollo-11, the first semblance of an American space programme begins to emerge but, we predict, the necessary funds will not be forthcoming.

The biggest audience in history saw Neil Armstrong step down from Eagle and walk on the lunar surface only one year ago.

After Apollo-15, it would be rash to predict when the next Armstrong will follow in Armstrong's footsteps.



'KEEP LEFT' RALLIES OPPOSITION TO TORIES

INTERNATIONAL youth NEWS

'KEEP LEFT', official paper of the Young Socialists, leads the way for all youth who hate Toryism and to fight for socialism.

On the front page of its July/August edition, now out, its headline—'Join the Young Socialists now! Fight for a socialist government with socialist policies! Force the Tories to resign!'—provides the rallying call for the thousands of young people moving into political action for the first time, motivated by their complete opposition to the Tories and all they stand for.

'Build towards a mass anti-Tory rally at Alexandra Palace on February 14, 1971 is the call to all of 'Keep Left's' 21,000 readership.

'The election of a Tory government opens up a new political situation for the working class and young people everywhere,' says the paper's editorial comment.

'None of us,' it warns, 'should have any doubt but what is being planned is an all-out attack against the working class.'

A major example was the dock strike which had been provoked by the employers and the government who both preferred to risk the economy to smash the trade unions.

'Keep Left' was the only socialist youth paper to keep these basic issues before its

readers and to explain the dangers for the working class of the Wilson betrayal.

'Reformism, class collaboration and the Stalinists' "peaceful road to socialism" are in fact the roads to Toryism and reaction,' says the editorial.

Youth would play a major role in the fight ahead—this meant building the Young Socialists on the basis of revolutionary Marxism.

'There can no longer be any "ifs" and "buts".... It is class against class and the only solution is a revolutionary socialist one.'

This month's issue highlights the many activities of the Young Socialists in the summer recruitment drive to build new branches and expand the organization.

Pictures of YS recruitment teams outside factories, schools and on high streets show the big drive forward to make new members and train new leaders in the work to build a mass revolutionary youth movement.

Packed full of news about what is going on in the Young Socialists the 'Keep Left' features prominently three recent highly successful rallies—the first held by the YS under the Tory government—in London, Middlesex and Southern regions.

One of its special series of translations from the Russian of Trotsky's 'Collected Works'—suppressed by Stalin—the paper presents one of Trotsky's Revolutionary Proles, that of G. V. Plekhanov.

There is also an advertisement of the Trotsky Memorial Meeting on Sunday, August 23, at Acton Town Hall to commemorate 30 years since Trotsky's assassination.

The editor's postbag contains some strong opinions about the election of the Tory government, the role of Wilson in opening the door for them and the tasks ahead for the Young Socialists.

Costing only 6d for 16 pages of colour, photographs and interesting, thought-provoking articles, 'Keep Left' is a must for every young person who wants to join the struggle for socialism.

Don't be without your copy order now from 186a Clapham High Street, London, SW4. Take out a yearly subscription for 9s 2d and make sure of your copy every month.

Birmingham Young Socialists have a special survey of the Black Country. They describe the back-to-back, gardenless slums of the working class in towns like Wolverhampton, the closing factories and the growing unemployment.

It is these conditions, they say, which provide the basis amongst some sections of white workers for the growth of Powellism.

Editorial board member Maureen Monaghan turns the spotlight on young school-leavers and the problems they face in finding jobs under a Tory government.

There are, she says, a total of 550,000 unemployed—the highest figure for this time of the year since 1940—and the 620,000 young people who are expected to leave school this summer face a difficult time.

In an interview with a young dock worker 'Keep Left' pinpoints the feeling that this present struggle is more than just a wages fight and opposition to Devlin but a fight against the Tory government and the ruling class.

★

For the benefit of its readers 'Keep Left' shows just who and what the Tories and the ruling class really are.

Under the title 'The ruling class' are a whole selection of pictures showing the chineless wonders at 'play'—boating and racing, with their top hats, flowered dresses, and well-fed bellies.

On its World News pages the paper features two special reports from its own correspondents.

One is from Italy on the eve of what would have been the general strike and the other is from Ulster where 'Keep Left' reporter was able to bring back first-hand impressions of the problems facing the working class.

The success of many of the Young Socialists' sports activities is well-reflected this month with plenty to suit all tastes.

Winston Fuller writes briefly on cricket's domination by the 'old school tie', whilst Mick Burke explains the popularity of five-a-side football. There are several photographs taken by YS members.

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covering up their real relations with the apartheid system.

In the time of Queen Victoria, Cecil Rhodes had the dream of a British Empire extending in Africa 'from Cape to Cairo'.

Rival imperialists, like Germany and Belgium, made a mess of this dream, but it is revived in recent times in another sense—namely that the two most reliable bastions of international capital, of imperialism as a whole, is on the one hand apartheid S Africa, at the southern end of Africa, and on the other, Zionist Israel, at the north-east corner of Africa.

For imperialism Israel and S Africa are the 'Cape-to-Cairo' guardians of the two most vital points of the African continent.

It is therefore not surprising that Rogers and other US peace-makers sent to the Middle East, are concerned both with S Africa and with Israel in relation to imperialist strategy in Africa.

Nor is it an accident that the best relations, however informal, exist between the two most racialist states in the world—apartheid S Africa and Zionist Israel.

The tie-up between the two states is becoming of increasing importance for American, Britain and W European imperialist policy.

'From Cape Town to Cairo'

THE FUNDAMENTAL importance of apartheid S Africa to British imperialism has been shown once again by a number of events in July.

Among these is the question of arms for S Africa, the 'working paper' for the Tory government prepared before the elections and the discussion on S Africa by the US Secretary of State, Rogers.

'WORKING PAPER'

On July 11, the daily papers reported that African representatives at the United Nations were condemning a 'working paper' which the alleged was prepared in February 1970 for the future Tory government.

This paper, they claimed, advocated that 'the farce of Rhodesian sanctions should be ended'. (Did it ever begin? The African statesmen at UN did not ask.)

The paper also is said to have contained the following remarkable statement of basic policy, usually hidden from the workers by the hypocrisy of the British imperialist state:

'Politically a first step would be to restore relations based on the recognition of mutual interest with S Africa'. (Our emphasis.)

The fact is that the Wilson government did not introduce sanctions against apartheid S Africa, through whom Rhodesia continued its foreign trade; that various contacts with Smith were made through Vorster under the Wilson regime and that these trade and 'diplomatic' moves gave the lie to British sanctions against Rhodesia.

There has been no change now that the Tories are in power.

There is a basic continuity of foreign policy and the reason is that without S Africa, Britain, whose giant capitalists own S Africa, could not exist as a capitalist country, whether under Wilson or under Heath.

FARCE

Not only have sanctions been a farce, but the ending of diplomatic relations has been an equal farce, for real relations have continued, either through the unofficial visits of unofficial envoys like Alec Douglas Home, or through Vorster himself.

Now Smith has visited S Africa and one report ('Daily



... a dream revived

CLASS STRUGGLES IN AFRICA



By N. Makanda

Telegraph, July 11, 1970) says quite openly:

'Mr Smith's visit to S Africa has led to suggestions that the British government's mooted new approach (sic) to Rhodesia may be made through Pretoria.'

There is nothing 'new' in this: it was done under Wilson and is merely being continued under Heath.

WHITE BELT

What is also not 'new' is that under cover of official condemnation of apartheid, the British and other western governments are upholding, defending, strengthening and fortifying apartheid in S Africa and are reinforcing the Angola-Rhodesia-Mozambique 'white belt' to the North of one of their most valu-

able and necessary semi-colonies, S Africa.

The talks between Smith and Vorster — and presumably the talks between Rogers of the US and Heath—were concerned with the overall strategy of this 'white belt'.

All the anti-apartheid talk is merely a smokescreen to obscure such discussions.

NATIONALISM

As for the African states and their 'opposition' to apartheid, the fact is that they are not independent, but are semi-colonies of imperialism, mainly of France and Britain.

As such they fall heavily under the economic sway not only of US and W European imperialism, but also of S Africa's

which has heavy investments in nearly all ex-British semi-colonies, both in W and E Africa.

Malawi's Banda is an open supporter of apartheid S Africa, and the governments of Lesotho, Botswana and Swaziland are Bantustan adjuncts of the Anglo-Bor dictatorship over S Africa.

Not only this, but the African nationalist leaders of Zambia, Kenya, Tanzania and other 'independent' states have intimate economic relations with S Africa and, in some cases, are utterly dominated by Anglo-S African companies.

The anti-apartheid of these African nationalists is a fraud to hide their domination by apartheid imperialism.

This is the objective meaning of the protests at the United Nations of African nationalists who were 'angered' by the Tory working paper on Rhodesia and S Africa. Not only the imperialist masters, but also their semi-colonial servants are

angered

Angered

BBC 1 TV schedule: 12.50-1.25 p.m. Dechrau canu, dechrau canmol. 1.30 Watch with mother. 1.45 News and weather. 1.53 British Commonwealth Games. Athletics and swimming. 6.35 NEWS and weather. 6.45 LONDON. 7.00 TOP OF THE POPS. 8.00 THE EXPERT. 'A Family Affair'. 8.50 NEWS and weather. 9.10 BRITISH COMMONWEALTH GAMES. Swimming and Athletics. 10.00 NAIRN'S EUROPE. 'Barnsley—St. Niklaas'. 10.30 24 HOURS. 11.15 Weather. 11.17 DECIMAL SHOP.

REGIONAL BBC All regions as BBC 1 except: Scotland: 6.45-7.00 Reporting Scotland, 10.00-10.30 Nairn's Europe, 11.17 Scottish viewpoint, 11.37-12.07 News, weather. N Ireland: 6.45-7.00 Scene around six, weather, 10.00-10.30 Conservation News, 11.47 News, weather, Road works report. South and West: 6.45-7.00 Your region tonight, weather, 11.47 News, weather.

BBC 2 11.00-11.20 a.m. PLAY SCHOOL. 7.30 p.m. NEWS and weather. 8.00 NOT A WORD. 8.30 THE MONEY PROGRAMME. 9.10 W. SOMERSET MAUGHAM. 'The Letter'. With Eileen Atkins. 10.00 JAZZ SCENE AT THE RONNIE SCOT CLUB. 10.50 NEWS and weather. 10.55 LINE-UP.

ITV 2.00 p.m. Racing from Sandown Park. 4.17 Origami. 4.30 Crossroads. 4.55 Flipper. 5.20 How. 5.50 News. 6.02 JAPAN '70. 6.30 PEYTON PLACE. 6.55 NEVER MIND THE QUALITY, FEEL THE WIDTH. 'Miracles to Measure'. 7.25 FILM. 'MY GEISHA'. With Shirley MacLaine, Yves Montand, Edward G. Robinson and Robert Cummings. The husband of a comic actress is worried that his success is due to his wife. 9.30 THIS WEEK. 10.00 NEWS. 10.30 CINEMA. 11.00 MUSIC HALL. 12 midnight LAND OF THE RISING SUN.

REGIONAL ITV CHANNEL: 2.00-4.15 London. 4.30 Puffin's birthday greetings. 4.40 Enchanted house. 4.55 Captain Scarlet. 5.20 London. 6.00 News, weather. 6.10 Cheaters. 6.35 Crossroads. 7.00 Film: 'The Gift of Love'. With Robert Stack and Lauren Bacall. 9.00 Never mind the quality, feel the width. 9.30 London. 11.00 Hatfield. 11.50 Weather. WESTWARD: As Channel except: 4.25 News. 4.27 Gus Honeybun. 4.30 Diary. 11.55 Faith for life. Midnight weather. SOUTHERN: 2.00-3.35 London. 4.00 Houseparty. 4.15 Origami. 4.30 London. 4.55 Forest rangers. 5.20 London. 6.00 Day by day. 6.35 Never mind the quality, feel the width. 7.05 Film: 'Cash on Demand'. With Peter Cushing and Andrea Morell. 8.35 Saint. 9.30 London. 11.00 News. 11.10 Untouchables. 12.05 Weather. Action 70. HARLECH: 2.30-3.50 London. 4.25 Women today. 4.40 Hubble bubble. 4.55 Forest rangers. 5.20 London. 6.01 News, weather. 6.10 Hogan's heroes. 6.35 Crossroads. 7.00 Movie: 'Where No Vultures Fly'. With Anthony Steel and Lauren Bacall. 9.00 Never mind the quality, feel the width. 9.30 London. 11.00 News, weather. HTV West coast channel 61 as above except: 4.23-4.25, 6.01-6.35 Scene West. HTV Wales colour channel 41 as above except: 5.20-5.50 Y awyllt. 11.00 Y dydd. 11.30 Hyd a lled. HTV Cymru/Wales black and white service as above except: 5.20-5.50 Y awyllt. 6.01 Y dydd. 6.30-6.35 Report—Wales.

THE DOCKER AND HIS FAMILY

A SERIES OF WORKERS PRESS INTERVIEWS

'No one likes to go on strike, but what other way can we get anything from these kind of bosses?'

WE talked to Southampton docker Mr Kevin Hayes and his family at a dockers' fete and sports day in Southampton.

The men and their families were relaxing in the sunshine, but they all knew of the struggle ahead.

'We're having a good time now,' said Mr Hayes, 'but it might be the last for some time.'

'I think we will be able to stick it out for about ten weeks then we will have to try to raise some money on the mortgage. I'm ready for a long strike and so are most of the lads.'

'The trouble started on this dock about 18 months ago when they started talking about this package deal, I think that is what is behind a lot of it.'

'The thing that gets me mad is when we hear about these £40-a-week dockers. Recently I came out with £24 before tax and that was a piecework job as well, on a bad ship slogging my gut out.'

HOLIDAY

'We were going to have a few days with my wife's sister and then her brother's

but this has had to go and my wife will be working through her holiday time.

'I suppose we might be able to get this in some time later.'

'No one likes to go on strike but what other way can we get anything from these kind of bosses?'

'They are not interested in settling. I saw Tonge speak the other day, he dismissed the idea of negotiations, these talks have been futile right from the very beginning, that's what I think.'

'The people who are against the strike are generally the rich. These people who call the dockers always have plenty of money, I'd like to see them come down on the docks and slog their guts out to earn their bread.'

'Then there are the housewives. I suppose some of them read all about how highly paid we're supposed to be and how the prices are going to go up, they get misled.'

'But most working men will back us I think, they

have worked in factories, they know what employers are like and the only way to get a better deal is to stick together.

'KIDS GOT AT'

'They even try to get at the kids. The other day my boy came home from school and he said: "Are you going on strike Dad?" I said yes, then he asked: "Well how much money do you earn now?" I don't know where he got it all from, but someone had been talking to him.'

'That's how bad it is. The press will try to isolate us. We need someone to really put our case over and really show people the true facts.'

'It's always us, the workers, that suffer all the time, why don't the bosses give up some of their damn profits.'

For Mrs Rosemary Hayes the strike means working through her holidays as well as less money for the house-keeping, but she is behind her husband and the men in Southampton: 'I work in a restaurant.

Most people there think the dockers are tough guys, but the people who blame the men are rich customers with businesses.

'I will cut down on the luxuries, butter, less meat and this kind of thing, then there's the holidays of course.'

'It's the only thing they can do. My father was a docker. Things in those days were much worse. He was gassed down a hold.'

'The only reason this doesn't happen now is because the men have fought, like they're fighting now.'

'In the press they say that the dockers are getting highly paid.'

'But there's two things you must consider, first this is not constant, some weeks are bad. I know the other week Kevin brought home only £18 after stoppages, then you have to consider the type of work they have to do and the risk of injury.'

'They work for every penny. I grumble sometimes, but I know what they are doing is right.'



Southampton docker Mr Kevin Hayes, his wife Rosemary, son Andrew (7) and daughter Debbie (6) relaxing at a fete and sports day.

African leaders discuss Tory arms

BY A FOREIGN CORRESPONDENT

PRESIDENTS of Zambia, Uganda and Tanzania met in Dar es Salaam yesterday to discuss the new Tory government's policy on arms sales to Vorster's S African regime.

The hastily convened meeting between Kaunda, Obote and Nyerere comes after several days of demonstrations in African states against Tory Foreign Secretary Douglas-Home's Commons statement on Monday that the Heath government was willing to discuss selling military equipment to Vorster.

No African government has yet carried out threats made before Home's speech to leave the British Commonwealth if any undertaking was made to Vorster.

In fact, the Kenyan government under President Kenyatta—not to speak of the pro-Vorster Banda in Malawi—has made not the slightest criticism so far of Home's speech.

US jets raid N Vietnam

US jetfighters attacked military targets 50 miles inside N Vietnam yesterday, a US spokesman announced in Saigon.

This raid follows heavy B-52 bomb attacks in support of puppet forces around the US base at Da Nang and along the frontier with Laos.

ALL TRADES UNIONS ALLIANCE

GLASGOW: Thursday, July 23, 7.30 p.m. Woodside Halls, near Georges Cross. Support the dockers' strike! Force the Tories to resign!

Spanish workers killed as Stalinists open talks

BY ROBERT BLACK

SPANISH authorities ordered an investigation yesterday into Tuesday's Granada police shooting of three striking building workers.

In what has already been described as Spain's most bitter and violent clash between workers and employers since the end of the Civil War 31 years ago, police fired into a demonstration of 1,000 construction workers protesting in the southern city against delays in signing a new wages agreement.

Barricades of overturned cars—including a police vehicle—were used by the workers during the fighting. At least a dozen strikers were arrested.

A month ago there were also clashes between Franco's police and Seville building workers, who had been out on strike for more than two weeks.

Holiday money

In the northern Asturian province, 2,000 miners are again on strike in a dispute over non-payment of holiday money.

Asturias has been the centre of several bitter strikes over the last year, climaxed by the month-long dispute in January, broken by imported Polish coal.

This latest frontal attack by Franco's police on the Spanish working class gives the lie to those Stalinists who claim the regime is 'liberalizing' itself, and is therefore worthy of diplomatic recognition by European governments.

Parley

Even as the fascist police carried out their murderous work, Czech Stalinists parleyed with Franco's men in Paris for the resumption of full diplomatic links between the Husak regime and Spanish fascists.

Bargain

Through its diplomatic and economic links with Franco, the Stalinist regime is able to strengthen its bargaining position with US imperialism and other capitalist powers.

When the Paris talks (reported on Paris Radio Tuesday night) are completed Czechoslovakia—now ruled by the 'anti-imperialist' and 'internationalist' Husak clique—will join Bulgaria, Poland, Rumania and Hungary as Stalinist states according full diplomatic recognition to the regime that has drowned the Spanish working class and Communist Party in the blood of countless atrocities since 1936.

TUC opposes arms sales

TRADES Union Congress chiefs yesterday reaffirmed their opposition to arms sales to S Africa. They also deplored the recent action of British government representatives at the UN's International Labour Office in voting against a motion calling for trade union freedom in Spain.

Mid-East

FROM PAGE ONE

A Soviet trick to cover the build-up of Russian military and naval strength in the Middle East.

This is the background to a statement issued by the Israel parliament's Foreign Affairs and Security Committee yesterday.

This referred to a 'wave of persecutions, arrests and interrogations of Jews in the USSR who wanted to emigrate to Israel'.

The Committee said it feared 'a new edition of the show trials of the Stalin era'.

Anti-Semitism is certainly part of the stock-in-trade of the Soviet bureaucracy. But for the Zionist leaders, responsible for the brutal oppression of hundreds of thousands of Arabs dispossessed of their homeland, to protest about persecution is the height of cynicism.

SUPPORT

As for the 'Stalin era', the Zionists well know that it was Stalin's support which enabled them to set up the Zionist state in 1948, and that the supply of Czech arms with Stalin's approval was an essential basis for their ability to drive out the Palestine people.

Another sell-out of the Arab masses to Zionism is now being prepared, once more with Stalinism as the chief instigator.

Meat packers pay strike

PICKETS were out at Britain's largest meat-processing firm—Robert Lawson and Sons Ltd of Dyce near Aberdeen—following a one-day unofficial stoppage decision this week by 1,000 men employed in the factory.

The stoppage—a token one over incentive payments—was preceded by an overtime ban.

According to reports, it is believed that the workers had rejected two management offers, one of which was a £2 increase with part paid now and part in November.

A second one is believed to have been made offering all the money at once.

This is thought to have been rejected with the demand for an increased bonus.

The management has been told that if they do not meet the demands, further action will be taken.

WEATHER

London area, SE and central southern England, E and W Midlands, Channel Islands: Cloudy with rain at times. Near normal. Max. 20C (68F). SW, NW and central northern England: Cloudy with rain at times. Near normal. Max. 19C (66F). Glasgow area, N Ireland: Cloudy with showers. Cool. Max. 16C (61F). Edinburgh: Occasional showers, but a few bright intervals. Cool. Max. 16C (61F). Outlook for Friday and Saturday: Changeable with showers in most places, but also a few sunny intervals. Temperatures a little below normal.

Acton meeting votes for CAV terms

Serious retreat on tele-control

'THIS GIVES the management carte blanche for tele-control. It will mean redundancies', was the comment of one worker summing up the implications of yesterday's vote by workers at CAV's Acton factory to accept the employers' 'final offer' on their site claim.

BY A WORKERS PRESS CORRESPONDENT

Shop stewards' committee chairman Arthur Mason told the 2,500-strong meeting that they were recommending acceptance of the offer which gives £2 to men and £2.5s to women for a 40-hour week, back-dated to July 1.

This was despite the decision taken at a mass meeting 12 days ago which called for strike action from August 18 if the management did not yield at least £4 without strings.

All factors

AEF convener John Paxman insisted that the total increase would amount to around £4 if all factors were taken into account. These included an all-round £1 interim increase which has already been won and increases in December of 25s for skilled men, 21s 9d for other men and £1 for women over 21.

Pressed from the floor of the meeting, Mr Mason reluctantly read out the text of the employers' offer, including the attached strings. These included:

- No further site claims before July 1, 1971.
- The setting up of a joint committee, comprising a superintendent, two senior shop stewards and a productivity consultant, to deal with disputes over piecework rates.
- Increased piecework terms to go along with increased productivity.
- 'Higher productivity



A CAV Acton worker makes a point at yesterday's meeting.

through improved technology'. In other words, TELE-CONTROL.

This decision marks a serious retreat by leading stewards. The CAV management has been pressing for the introduction of the 'big brother' tele-control monitoring system for some time.

Jobs cut

It has already been installed in two departments at Acton and at Suffolk's Sudbury CAV plant—where the system has operated over a long period—production is up, the labour force has been cut and wages are down.

One steward predicted that two more departments would have tele-control when workers returned from their holidays in August.

A group of skilled workers told Workers Press: 'It's an acceptance of monitoring of all workers' output. Many workers don't know what the outcome is going to be.'

'It's never been fully explained and remains a mysterious and unknown factor.'

'One thing's certain. They're going to work harder and it will mean redundancy.'

Stem wages

The proposed joint committee constitutes a further danger. Workers felt that this would be used to keep down piece-

work rates and stem 'wage drift' in the factory.

Over the last year rates have increased by 20 per cent much to the management's horror.

Such measures will be reinforced by the decision not to make any further site claims until next July.

The CAV management will now press ahead with their plans for speed-up and redundancy by the extension of the monitoring system and with the co-operation of the joint committee 'fire brigade'.

There must be no collaboration with any attempts to carry through these attacks. Tele-control must be halted before it is too late.

Westland

FROM PAGE ONE

at yesterday's meeting to accept the strings.

One worker asked convener Arthur Gibbard, a leading Communist Party member and an AEF National Committee member, why productivity deals had to be accepted at all.

'Sometimes we have to face reality,' he said.

This is the same man who wrote in the feature article in the 'Morning Star' on January 9 this year headed 'Must a pay rise be tied to a speed-up on the job?'

Lucrative contract to replace warheads

From our own correspondent

ACCORDING to a warning issued by Vice-Admiral John Roxburgh, Mark 8 torpedoes carried by British submarines and Polaris missile ships—are faulty.

Detonators in their warheads are so corroded by age that they could explode the torpedo prematurely if it was fired.

MPs are demanding a parliamentary inquiry, and

the naming of those officers and civilians responsible. The restocking of all Britain's warships with new torpedoes and warheads could provide rich pickings for the firm that wins the contract. The S African regime also has a vested interest in the quality of British torpedo warheads. Vorster intends to purchase ships armed with such weapons once the details with the Tory government are finalized.

'M Star' and Macleod

IAIN MACLEOD, yesterday's 'Morning Star' informed its readers, had many talents and personal qualities, but he put them at the service of a reactionary class, a reactionary party and a reactionary policy. Despite this waste of talent and quality however, he was not an Enoch Powell. True to form, and to its programme 'The British Road to Socialism', the Stalinist search for 'progressive' Tories is carried even beyond the grave. The implication of the 'Star's' short tribute to Macleod is that this Tory joined the wrong Party.

Metal Box women strike

SEVERAL hundred women workers at the Southcoates Avenue, Hull, factory of the Metal Box Co. staged a one-day unofficial strike in support of their wage claim on Tuesday, July 23.

Transport and General Workers' Union branch secretary Kathleen Coverdale told the Workers Press that they were demanding a 9d-an-hour rise.

Men at Metal Box have already settled their claim but the management refused to discuss the women's rise.

Support

Mass picketing brought all of the part-time and full-time women out in support on Tuesday.

Only a handful of students working during the vacation crossed the picket line. The women had the full support of the Metal Box men, who were refusing to do work normally done by women and would come out on strike if called upon to do so.

Union officials have no plans for further action and were hoping that the token strike would force the management into negotiations.

LATE NEWS

LABOUR EC GLOOM

Gloom pervaded the Labour Party's press conference yesterday as general secretary Harry Nicholas reported on the national executive committee's election defeat autopsy. His report to the NEC, Nicholas said, was purely on organizational lines: there was 'broad and general discussion. Nobody pinned anything on anybody for the failure. There was no criticism of policy.'

ACT LOBBY MPS

Members of the Association of Cinematograph, Television and Allied Technicians, Writers' Guild and Equity lobbied MPs yesterday over the closure of Borehamwood MGM film studio and the growth of massive unemployment in the film industry. 900 workers were sacked at Borehamwood and 200 are threatened with redundancy at Shepperton.

A meeting was held with MPs at which officers of the unions were present. The ACTT is demanding state intervention in the industry and the right to work.

Registered as a newspaper at the Post Office. Published by Workers Press, 186a Clapham High Street, London, S.W.4. Printed by Plough Press Ltd. (TU), 180b Clapham High Street, London, S.W.4.

Pearson inquiry

FROM PAGE ONE

While O'Leary begged the court to take into account his chauvinism and his long service as a right-wing trade union leader, Jones tried to reassure Pearson that the claim did not cut across the Devlin negotiations.

In engineering and other industries, he said, 'We have seen precisely this sort of agreement [on higher basic rates] arrived at which certainly has not prejudiced productivity agreements.'

Later he expressed the hope that 'this inquiry can make the sort of progress that is necessary, so that we can clear away the question of the national basic rate and get on with the matter of job opportunities and the future of the industry.'

The dockers' fight for the £20 basic wage is bound up completely with the fight against the Devlin speed-up scheme. That is why the employers and the Tories provoked the strike in the first place.

Above all they want to clear the way for Devlin on their terms. This they see as the first step to mass unemployment and anti-union laws.

The dockers' resistance has forced the union leaders into an absolutely untenable position, where they can do no more than plead helplessly with the bosses and the Tories.

Decimation

In three years of the first stage of Devlin, one-third of the dock labour force has been driven off the docks. Stage Two plans mean decimation of the remaining dockers.

The union chiefs have collaborated to the full in pushing through this scheme, as O'Leary pointed out when he asked the inquiry:

'Dockers have absorbed changes without any real struggle. Our fellows handle all this new equipment without resisting. We have handled the reduction in the labour force without strikes. Can you imagine any other industry where this has happened?'

At least one member of the inquiry could have done so without undue mental effort. Pearson's right-hand man on the committee is former National Union of Mine-workers' secretary William Paynter, now of the Commission on Industrial Relations.

It is only 18 months since Paynter left the Communist Party after nearly 40 years' unbroken card-holding.

He left to join the CIR. At the time, CP industrial

organizer Bert Ramelson said: 'There are very few trade union leaders who have a record of loyal service to the trade union movement equal to that of Will Paynter.'

As we pointed out in the time in 'The Newsletter', this was 'nothing more than a shameful cover-up for what is the most serious act of political desertion from the working class at a time when the unions face the biggest threat from the capitalist state in their history.'

Closures

While Paynter was head of the miners' union, pit closures were carried through and thousands of miners thrown out of work without any official struggle.

The CP kept quiet about Paynter's activities then, just as it refuses to draw attention to his history now.

Yesterday's front-page caption in the 'Morning Star' describes him simply as 'former miners' leader Will Paynter'.

The paper makes no mention of docks secretary Tim O'Leary's 'I'm a Britisher' outburst in Tuesday's session, though O'Leary openly admitted that 'I'm the bloke who's more to the right than any other leader' on the docks.

Instead, it paints a picture of O'Leary publicly exposing 'an employers' pay racket which disguises the smallness of the dockers' basic earnings.'

Not content with covering up for Paynter and Jones, the 'Morning Star', now considerably shrunken, has taken on the job of shielding O'Leary as well.

That is how the Communist Party prepares the working class to meet the Tory offensive on the docks.

Character

The purpose of all this coming-and-going at the top is to conceal the real class character of the Pearson inquiry, which is nothing more than a Tory fraud.

The only way to fight the Tories is to completely reject the proposal for a fight to a finish for the £20 basic wage and throw out the entire Devlin scheme lock, stock and barrel.

The docks must be nationalized under workers' control without compensation to the dock owners.

Above all, it is necessary to build the Socialist Labour League and the Workers Press and prepare to force the Tories to resign.