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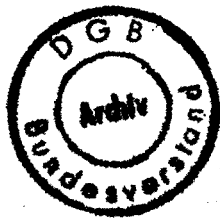
The World Unity Congress of the International Water Transport Workers



and its Decisions

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Introduction

On May 21st to 24th, 1932 the First International Unity Congress of Seamen, Harbour Workers, River Boatmen and Fishermen took place in Altona near Hamburg in Germany. From all parts of the World the masses of the elected delegates gathered in order to forge the **Fighting Unity Front**, to compile international programmes of demands and to establish a **Militant Plan of Action**, i. e.: point out the right way — the way of class struggle — leading to conversion of the demands into deed.

The fact that capitalist governments refused pass ports to delegates (British Government in Cape Town), that they arrested delegates (Poland) and together with the employers applied terror against delegates (Belgium); the fact that the Social Democrite police presidents prohibited the Congress (Hamburg), that sections of the I. T. F. ("Gesamtverband" in Germany) decided to exclude all of their members taking part in the election of delegates or in the Congress — **all this violent incitement** of the employers and their reformist lackeys goes to prove **how very much the bourgeoisie fear the creation of the international fighting front of the working class.**

In spite of all persecution by capitalist governments and reactionary trade union leaders **173 delegates from 30 countries** took part in the Congress. The representatives of the water transport workers from 3 additional countries (Uruguay, Australia and New Zealand) arrived in Hamburg only after the conclusion of the Congress after surmounting divers difficulties.

The composition of the World Congress was the best proof of the fact that this Congress was **a real Unity Congress of the International Water Transport Proletariat.** (It must be remarked in passing that none of the delegates was accorded full voting power unless elected by the masses in ships, docks, trade union or mass meetings.) Of the 130 delegates with full voting power 48 were organized in reformist organizations, 43 in organizations affiliated to the I. S. H., 20 were unorganized, 9 were organized in unions not affiliated to either the I. S. H. or I. T. F., 8 were organized in the R. T. U. O. and 2 in Syndicalist Unions. This brings out the fact that only 33 per cent of the delegates with full voting power were members of the Sections of the I. S. H. Regarded professionally the 173 delegates with either full or advisory vote belonged to the following categories: 89 seamen (sailors, firmen, catering staff), 33 harbour workers, (Dockers etc.), 27 river boatmen, 12 fishermen, 5 ships officers and 7 from divers other categories.

Besides the delegates hundreds of harbour workers from Hamburg and Altona as well as seamen from numerous ships in port at the time of

Congress session and other water transport workers were present daily at the Congress as guests.

In the campaign for the preparation of the Congress one million of water transport workers were mobilized and about 300,000 of them directly participated in the election of delegates (not counting the president of the Union of Water Transport Workers of the Soviet Union who alone represented 380,000 organized water transport workers at the Congress). All the delegates came to Hamburg at the expense of their organizations or financed by collections on the ships and in the ports. Others came on foot, on bicycles or as workaways.

Why was the World Unity Congress convened?

The economic world crisis of the crumbling capitalist system deepens. 14 million tons of cargo space are idle. 700,000 water transport workers are unemployed. The **results of the capitalist economic system** are: capitalist **rationalization** (reduction in manning of vessels and strenght of dockers' gangs, speed-up, increase of working hours on board, etc.); **brutal attacks on the wages** of the seamen, harbour workers, river boatmen and fishermen by means of direct wage cuts and indirect wage robbery (inflation); increased fascist terror against the water transport workers in the capitalist and colonial countries rising in revolt; direct preparation for a **new, imperialist World War**, as the commencement of which the occupation of Manchuria by the Japanese pirates may be regarded; **growing poverty and misery, unemployment and starvation of the toiling masses** in the capitalist and colonial countries.

The capitalists try to find a way out of the crisis by shifting all burdens onto the shoulders of the toiling masses and by preparing a war of intervention against the Soviet Union.

In order to enforce worsened wage and working conditions upon the water transport workers the employers and their lackeys — the reactionary trade union leaders — with the aid of terror, of blacklegging and swindle try to **separate** one group of the water transport workers from the other, the harbour workers and seamen of one country from their brothers in other countries and **defeat** them one group after the other.

The offensive of capital can be stopped and beaten back only by joint struggle of the working class.

New, tremendous struggles are imminent. The water transport workers must be prepared for them.

The struggles against the attacks of capital and for better wages and working conditions will be successful only if the water transport workers on board of all ships, in all ports, in all shipping and engagement office line up against these attacks the **united front**.

Conscious of this fact that the only Fighting International of the Water Transport Workers — the I. S. H. — has assumed the initiative for the

convention of the World Unity Congress of the water transport workers. It was the aim of the Congress to establish the **international Unity Front** of all organized and unorganized, white and coloured, employed and un-employed water transport workers for struggle against capital and imperialist war, for the organization of international actions of solidarity in support of sea-, river and port transport workers standing in struggles in other countries, **for the struggle for the revolutionary way out of the crisis.** This means that the World Congress was convened in order to establish the united front of the seamen, harbour workers, river boatmen and fishermen and to successfully organize the struggles against wage robbery, for better wages and working conditions.

Agenda and Work of the Congress

The following agenda was treated at the Congress:

1. Crisis in water transport; the situation of the seamen, harbour workers, river boatmen and fishermen and organization of the united front for struggle against shipping capital.
2. Struggle against imperialist war.
3. Organization of economic struggles of the colonial water transport workers.



The Secretary of the I. S. H. Comrade A. Walter speaking

The reports to these points of the agenda were given by Comrade Walter, general secretary of the I. S. H., to point 1; Comrade Ray, a delegate from the U. S. A., to point 2; and Comrade Kouyaté, a Negro Comrade from Africa, to point 3.

The Congress was presided over by an elected Chair composed of 24 comrades, among which were members of the sections of the I. S. H., reformist and other unions, and representatives of the unorganized as well as colonial water transport workers. A female delegate, a representative of the Youth and Mrs. Ada Wright (the mother of two of the condemned Scotsboro boys) also had seat in the presidium.

More than 50 speakers from all countries represented at the Congress took part in the discussion on the speeches to the agenda. In complete unanimity the delegates of all races and nationalities participated in the discussion of the problems in regard to the organization of economic struggles, the fight against imperialist war, the support of the doubly exploited and suppressed colonial comrades standing before Congress.

The Congress was greeted by 14 delegations, among them a representative of the R. I. L. U., of the I. L. D., of the Trade Union Committee of Negro Workers, of the Hamburg Proletariat and by numerous delegations from ships of all nationalities in port at the time of the Congress. The Congress furthermore received above 100 telegrammes, many of which were sent by the water transport workers of the Soviet Union, and over 300 letters of greeting with the collective signature of ships crews, personal of docks, meetings of reformist and otherwise organized water transport workers. It must further be emphasized that the representative of the Danish Sailors' Union officially declared at the Congress, that his organization has retired from the I. T. F. and affiliated to the only fighting International of the water transport workers, the I. S. H. This statement was received with rousing applause of all delegates. The members of the Danish Sailors' Union have long since realized the class treacherous role of the I. T. F. leaders and of her sections in strikes, and the majority of the members of this union at a referendum vote decided to leave the I. T. F. and affiliate to the I. S. H. Thereupon the delegates of the Danish Firemen's Union declared that their organization will be the next one to affiliate to the I. S. H.

The representative of the revolutionary water transport workers of Sevilla (Spain) also declared their affiliation to the I. S. H. and called upon all other revolutionary organizations to follow the example of the seamen and harbour workers of Sevilla.

The speech of Comrade Kommissarenko, president of the Water Transport Workers' Union of the Soviet Union, was enthusiastically received with the singing of the "Internationale". He spoke about the achievements of the Five-Year-Plan, the tremendous advance of Socialist Construction, the liquidation of unemployment in the U. S. S. R. and about the material and cultural elevation of the living standard of the water transport workers of the Soviet Union.

There was close attention also to the statements of the delegate of the Japanese water transport workers, who gave numerous instances of the heroic struggles of the toiling masses of Japan against their own exploiters and war plotters. His report tallied with the speech of Comrade Ray (speaker to point 2 of the agenda), who pointed out, that the chief enemy

stands in the own country and that struggle against war is equivalent to self defense of the working class. "It is the first and foremost duty of the water transport workers to prevent all transports of munitions and other war material destined to be used against our brothers in other countries. We dont let ourselves be made tools for our own enslavement. Proletarians of all countries, Unite for struggle against the common enemy — the exploiters and oppressors, the war plotters and their agents of all nations." Appeals like these to the entire international Proletariat, but principally to the water transport workers in all ports, were made by the speakers as well as by the delegates of the Chinese, French, British, American, German, Polish, Latvian and other seamen, harbour workers, river-boatmen and fishermen.

What was decided by the Congress?

All decisions adopted at the Congress were adopted unanimously and without blank votes. The election of the Executive Committee of the I. S. H., into which 35 comrades from 24 countries — numbering members of the red unions, water transport workers organized in reformist and syndicalist organizations, white and coloured water transport workers — were elected, was unanimous. **One of the most notable characteristics of the Congress was the complete unanimity in spite of the fact that water transport workers of all persuasions were present.** This proves that in the struggle against capital, fascism, blacklegging, treason on the workers; that in the struggle for the defense of their vital interests the **millions of the water transport workers are united** in spite of the splitting policy of the employers and the reactionary trade union bureaucracy, in spite of the fanning of race hatred by capital and its social-imperialist agents.

With entire satisfaction we can ascertain: **The international Unity Front and international solidarity are on the march in spite of all adversaries.**

In this pamphlet are published:

- Resolutions to point 1, 2 and 3 of the agenda;
- the International programmes of demands for all groups of the water transport workers adopted by the Congress;
- the resolution of the Youth Commission on the situation of the young seamen, harbour workers, river boatmen and fishermen and the tasks of the I. S. H. and her sections.

The demands worked out by the Congress constitute the **basis for the United Front**; the resolutions adopted show the **way leading to enforcement of these vital demands.**

Besides the enumerated resolutions and programmes of demands the Congress also adopted other decisions. F. i. the decision regarding organisatory construction of the sections of the I. S. H. in which special elucidation is given regarding construction of groups of the Red Trade Unions and Oppositions on board, in the docks, the shipping etc., regarding the work within the reformist and other unions in

order to draw their members into the common fighting front of all water transport workers against the will of their leaders.

The same applies to the resolution dealing with the activity of the International Seamen's Clubs in which is pointed out that the Interclubs must be the political and organizational points of support for the consolidation of international fighting solidarity of the seamen. In connection with the speech of a representative of the I.L.D. (who pointed to the necessity of active solidarity with the political prisoners — the victims of intensifying fascist terror) a corresponding decision was adopted calling upon the international water transport workers to energetically support the work of the I.L.D.

Unanimously also the Congress demanded the immediate release of the



Mrs. Ada Wright Mother of two of the condemned Scotsboro boys together with Representatives of the I.L.D. and Negro Delegates to the World Congress

9 Negro boys as well as the comrades Mooney and Billings who for 16 years now innocently languish in the prisons of the American bourgeoisie. At the same time greetings were sent to the mutineers of the British Atlantic Fleet, of the Bruvian and Chilean navies and the immediate liquidation of the prosecution of these seamen in uniform demanded.

Acting upon an invitation of the revolutionary writer Barbusse the Congress unanimously instructed the elected Executive Committee to **delegate representatives of the international water transport workers to the Anti-War Congress.**

The Congress also unanimously decided to issue an **Action-Fund Stamp** to be taken monthly by each adherent of the I.S.H. The proceeds accruing from the sale of this stamp to go towards the establishment of an **international Fighting Fund** for support of struggles of the water transport workers.

At the conclusion of the Congress and acting upon a proposal of the French delegates, a telegramme of thanks for the numerous greetings was sent to the workers of the Soviet Union via the Central Council, of Soviet Trade Unions and assurances given that the delegates to Congress — representing the fighting unity of the international water transport workers — are ready to insert all forces in the struggle against capital, to prevent a new, imperialist world war, to protect the Soviet Union and to follow the example set the entire world Proletariat by the working class of the U. S. S. R. in order to enforce emancipation from the yoke of capitalism and imperialism.

How are the Decisions of the World Congress to be converted into actual deed?

In the centre of the deliberations of Congress stood the question of **independent conduct of the struggle** against the intensifying offensive of capital on the **platform of organization of the unity front** of all seamen, harbour workers, river boatmen and fishermen. Comrade Walter speaking in the name of the I. S. H. declared: **"We extend a fraternal hand to all organized and unorganized, white and coloured, employed and unemployed water transport workers for struggle against the common enemy, in the struggle for better wages and working conditions, for full social insurance, against special laws and militarizing of the water transport workers, in the struggle for freedom of coalition, press and strike, against employers and police' terror, against fascisti, against white terror, against imperialist war, for the revolutionary way out of the crisis. The I. S. H. declares her willingness to fight for the defense of the vital interests of the working class, against the employers and their lackeys, against starvation and war together with all organizations standing on the platform of class struggle."**

In stressing that the I. S. H. calls upon the masses organized in the reformist and other unions to rally in the common fighting front of the water transport workers Comrade Walter at the same time pointed out that the leaders of the I. T. F. and of the reformist trade union (who recommend arbitration and industrial peace, who secretly negotiate with the employers in order to enforce wage robbery, who occupy seats in the capitalist Governments or support the latter, who vote for war credits, sanction the occupation of Manchuria and cooperate with the International Labour Office and the League of Nations) **do not represent but rather betray the interests of the water transport workers.** The I. S. H. declines to enter into any combination whatever with these halpmates of capitalism and enemies of the working class because this would mean damage to the working class interests. The united front, which is to be created in order to carry through successful struggles is the **fighting unity front of the masses** for their every-day demands and for the ultimate aim of the Proletariat. **This united front alone** is able to successfully oppose the attacks of the employers and carry the struggle to victory of the water transport workers under the leadership of Action Committees elected by the rank and file, and of the I. S. H.

By part actions and part strikes to mass struggles, internationalization

of economic struggles and giving them a political character — that is the way the water transport workers of all persuasions must go in unity in order to successfully defend their interests, to enforce better wages and working conditions and to emancipate themselves from the yoke of capitalist exploitation and oppression.

In order to successfully carry through the imminent struggles it is imperative that the weaknesses in the activity of the I.S.H. and her Sections in the past be overcome. It was emphasized that the source of these weaknesses is the insufficient work on board of the ships and river vessels, in the docks and in the shipping offices. A whole net of organizational points of support must be created in these places, groups of the Red Unions and Oppositions established and the united front for each action, based on concrete demands, set up.

Each water transport worker coming into possession of this pamphlet, must popularize the decisions of the World Congress in all ports of the world, must discuss them with his comrades and ensure that collective decisions, endorsing the resolutions of Congress, are adopted in meetings. The international programmes of demands are to be discussed with all organized and unorganized, white and coloured seamen and river boatmen in the ships, with the harbour workers in the docks, the unemployed at the shipping offices, and must be fully utilized as the basis for the creation of the united front. The most important tasks, however, consist in concretizing of these international programmes for each port and ship, in preparing and carrying through the struggles for these demands, in mass recruiting for the Red Unions and Oppositions (sections of the I.S.H.) which are the only real militant organizations of the water transport workers, in the creation of the common front of all water transport workers against the common enemy under the guidance of the I.S.H., consists in the conversion of the decisions of the Congress into actual deed.

Exekutive Committee of the I.S.H.

The Situation of the Water Transport Workers and the Creation of the International Unity Front for Struggle against Shipping Capital

(Resolution of the Unity Congress of the International Water Transport Workers on the Report of Comrade Walter.)

I.

The ever deepening economic world crisis has led to an unparalleled stagnancy in the shipping industry of all capitalist countries. More than 14 million tons of the world merchant fleet are idle. 24 million tons — a third of the total of the world merchant fleet — sailed with empty holds in 1931. Thousands of vessels in the interior shipping trade are lying idle in the ports.

International shipping capital intends to find a way out of the crisis by means of placing the whole burden of same onto the shoulders of the seamen, harbour workers, river-boatmen and fishermen. For years — and

especially in recent times — the living standard of the water transport workers is being brutally lowered. More than 700,000 water transport workers in the capitalist and colonial countries — i. e. 40 percent of the total — are out of employment and, together with their families, delivered up to starvation and misery. The exploitation and fascist suppression methods in maritime transport have undergone a tremendous intensification and created an absolutely unbearable situation for the water transport workers. By capitalist rationalization — which finds expression in undermanning, reduction in the number of men employed in the dockers' gangs, deterioration in all social benefits, etc. working conditions were worsened on the one hand and unemployment tremendously increased on the other. At the same time the wages of the still employed seamen, harbour workers, river boatmen and fishermen were continually cut directly and indirectly. This direct cut for the seamen in Germany amounts to 23.6 per cent since autumn 1931. In England the real wages of the seamen were cut by a further 18/- sh in spite of inflation which had already reduced wages automatically by 30 per cent. The same applies to all other categories of the water transport works in the Scandinavian countries, in France, U.S.A., Holland, Belgium, Italy and other capitalist and colonial countries.

In one country only — in the Soviet Union — there is no crisis and unemployment. In one country only the entire economic policy is being developed on a socialist foundation and at a giant pace, and the cultural and material level of the masses elevated. **The demands for which the seamen in the capitalist countries struggle, have long since been realized in the Soviet Union under the rule of the Proletariat.** There 3 watches on deck and 4 down below have been introduced. 14 days annual, fully paid vacation for deck hands and 4 weeks for the engine and stoke room personnel as well as the 6-hours day for the young water transport workers are legally established and carried through on all ships and in all ports. The existing ships committees and workers' councils take active part in the management of the entire system of transport.

The achievement of the Proletariat in the Soviet Union show to the Proletariat of the whole world that the way taken by the masses of the workers in the U. S. S. R. is the only way leading to work, to subsistence and socialism — that it is the only way for the workers of all countries leading out of crisis, unemployment, misery and poverty.

II.

The unceasing onslaughts of the shipping captains on the living standard of the water transport workers in a number of countries were met by the active resistance of the seamen, harbour workers, river boatmen and fishermen. The seamen in Germany, Poland, Australia and France, the harbour workers in U. S. A., England, India and South Africa, the river-boatmen on Rhine and Danube, the fishermen on Iceland and Cuba, all categories of water transport workers in Spain, Portugal and other countries have replied to wage-robbing attempts with strike, and on some sectors of the front of struggle have victoriously warded off such attacks.

These struggle have proved the possibility of organizing successful resistance of the water transport workers against the attacks of the employers even in times of crisis.

In these struggles the I. S. H. and her sections have proved to be the only organizations which not only called out the sea-, river- and port transport workers for struggle but also organized a number of strikes and internationally supported them.

The Unity Congress ascertains, however, that up till now the water transport workers only partially succeeded in organizing successful defense against the attacks of the employers. In most instances the employers in the shipping industry were able to lower the wages of the workers and considerably worsen their conditions by means of **separating** the seamen from the harbour workers, the men from before the mast from the ships officers, the water transport workers in one port and country from those in other ports and countries, and **defeating** them with the aid of police—and fascist terror and the treason of the reactionary trade union bureaucracy.

This was made possible mainly through the **absence of a militant Unity Front** of the water transport workers. The reformist leaders of the I. T. F. and her sections inserted their whole influence and their entire apparatus of organization to keep the workers from struggles. Where strikes broke out the leaders of reformist and confessional unions declared them "wild" and, in cooperation with the employers and the whole apparatus of force of the governments rendered futile a number of struggles of the sea-, river- and port transport workers (strike of the harbour workers in Duisburg on the Rhine, strikes of the seamen and Thames lightermen in London, etc.).

The deficiencies and weaknesses in the preparation and conduct of struggles by the organizations affiliated to the I. S. H. must also be regarded as a serious obstacle in the development of economic struggles. A broad **propaganda** was, no doubt, launched in all cases, but with a few exceptions there was no systematic or sufficient **organizational preparation** of economic struggles in the water transport industry. Organs of the united front in the ships, the docks and shipping offices were missing. The Action Committees elected to prepare and lead the strikes had no sufficient mass basis. Mutual support between the seamen and harbour workers as well as international connection of the struggles of divers groups of the water transport workers were inadequate. On account of these deficiencies and weaknesses there was no success in opposing the increased terror of the employers and the police, the blacklegging of the leaders of the I. T. F., the special laws in shipping etc. by a mass mobilization of the water transport workers, in developing struggles on a broader basis and in launching of effective, **international** actions of solidarity.

In the interest of all organized and unorganized, white and coloured, employed and unemployed water transport workers of the world this state of things must be rectified immediately. This is all the more necessary in view of the fact that in connection with the deepening of the crisis **new, tremendous attacks** of capital on the wages and working conditions of the water transport workers, on the relief of the unemployed, etc. are imminent. **The sea-, river- and port transport workers of all countries must in time prepare for these new struggles.**

III.

The Congress declares that in view of the imminence of new attacks of the employers upon the living standard of the water transport workers the **creation of the united front of all seamen, harbour workers, river boatmen**

and fishermen regardless of their party or trade union affiliation is the imperative demand of the hour. It is a question now of organizing the united front in all countries and ports, on all deep-sea and river vessels for the struggle in order to enforce the following demands of the water transport workers:

1. Against all attacks of capital; not one penny off the wages; against all worsening of working conditions; for better wages and working conditions; for full unemployed relief to all water transport workers irrespective of nationality or colour;
2. for the 7-hour day in port; for 3 watches on deck and 4 down below; for the 40-hour week for all harbour workers and river boatmen with a guaranteed wage minimum;
3. for social insurance (sickness, accident, invalidity, old age and unemployment) at the expense of the shipowners and the state; inclusion of the coloured water transport workers into social insurance; for an annual, fully paid vacation of from 2 to 4 weeks;
4. against private engagements and private engagement offices of the shipowners as well as against preference of fascist favourites of the shipowners; for engagement by "Rota" in state shipping offices standing under the administration of the water transport workers themselves;
5. against undermanning, reduction in dockers' gangs and every other form of capitalist rationalization;
6. against the terror of the employers and the police; against persecution and deportation of foreign and colonial seamen; against the fanning of race hatred; against fascism; against special and militarizing laws in shipping; for freedom of coalition and press and for the right to strike; for equality of the coloured seamen; for board and workers' councils on all vessels and all docks.

These international demands — which must be augmented in each country and linked up with enterprise demands — form the basis for the creation of the united front in defense of the **common interests of the water transport workers of all countries against** their common enemy — the exploiters, oppressors and their lackeys.

The ISH and all sections affiliated to her declare themselves willing to fight shoulder to shoulder with each organization of water transport workers willing to fight against the attacks of the employers and for the enforcement of the above demands.

IV.

The Congress calls upon all water transport workers to set up organs of the united fighting front — elected by the **whole** crew of a ship or by the **whole** personnel of a dock — in all ports, on all deep-sea and river vessels. As organs of the united front must be regarded: Action Committees, Strike Leaderships, Workers' Councils, Ships Committees (Provision Committees) and other boards or committees created for the defense of the interests of the workers. These organs must mobilize **all** water transport workers against all attempts to worsen their living standard as well as for the struggle for better wages and working conditions, and take the steps

necessary for the **independent** preparation and conduct of these struggles against the will of the reactionary trade union bureaucracy. This means, that in the enforcement of the common demands the **water transport workers must travel a common road** — the road of class struggle. Its only by advancing against the employers **in closed ranks** that the sea-, river- and port transport workers will be able to **successfully** defend their vital interests.

The united front of the seamen, harbour workers, river boatmen and fishermen must be created in **each** enterprise (dock, ship, shipping office, etc.) in order to fight for the demands formulated by the Congress on the basis of struggle for the daily partial demands of the workers on all ships and in all ports of the world.

The Congrèß regards it as one of the most important tasks of the class conscious water transport workers to **carry through a systematic campaign of enlightenment among the members in the reformist unions and others not affiliated to the ISH** in order to bring home to these masses the real character of the policy and practice of the reactionary trade union leaders so damaging to the interests of the workers; to extend to these masses a **fraternal hand for the common struggle** and win them for the programmes of demands and action of the Congress and the ISH.

V.

The ISH and her affiliated sections having indeed proved to be the only organizations defending the interests of the water transport workers, the Congress appeals to all seamen, harbour workers, river boatmen and fishermen to **mobilize all militant forces for the ranks of the ISH and her sections. The Congress further calls upon all organizations of water transport workers willing to take up struggle for the interests of their members to affiliate to the ISH as the only real fighting International of the Water Transport Proletariat.**

VI.

Capitalism threatens to involve the toiling masses of all countries in a new World War in order to get out of the stranglehold of the acute crisis it resorts in. The assault of Japan upon China signifies the commencement of a chain of imperialist wars. The attacks, the open and veiled threats of intervention and the preparations of the imperialist countries for a war against the Soviet Union become more aggressive daily. In a number of the most important countries **fascism** is at work to smash all workers' and bloodily suppress all revolutionary organizations. In view of this situation the water transport workers are **increasedly** responsible to the entire international Proletariat. **The Congress requests all seamen, harbour workers, river boatmen and fishermen of the world to fight unceasingly and determinedly in the front ranks of the Proletariat against exploitation, oppression, fascism, imperialist war; for the fighting programme of the Congress and for the revolutionary way out of the crisis.**

Long live the International Unity Front of the Water Transport Workers in the Struggle against Capital!

Long live the ISH — the only Fighting International of the Seamen, Harbour Workers, River Boatmen and Fishermen of all countries!

Struggle against Imperialist War

(Resolution to point 2 of the agenda of the Unity Congress of the Water Transport Workers of all countries.)

The capitalist exploiters have precipitated the toiling masses into deepest poverty and misery. From day to day the brutal offensive of the employers against the living conditions of the workers increases in violence. This offensive is aimed at maintaining profits for the capitalists. Feverish preparations of the imperialist robbers for a new, bloody world butchery goes hand in hand with growing exploitation of the toiling masses in the capitalist and colonial countries, launched by the exploiters in order to carry through a new division of the world, to launch a new raid for the subjection of the peoples and first of all to utterly smash the Soviet Union.

By means of imperialist war the capitalists aim to save their bankrupt system of exploitation and suppression. By these means they hope to find a way out of the crisis and at the same time deliver a smashing blow against the workers' movement. Through the agency of Japanese militarists they have already commenced a war against China in order to launch a new world war and to provoke the Soviet Union — the fatherland of all toilers — with a view to invading it.

The League of Nations — the tool of the imperialist powers with France at their head — is the organizer of this crime. Its Disarmament Conference at Geneva only serves to veil the preparations for a new world war. While the Disarmament Conference sits the manufacturers of war material in the capitalist countries receive huge orders destined to be used in such a war. The proposals of the Soviet Union, the only country in reality struggling for peace and demanding immediate disarmament, were ridiculed and turned down by France, Great Britain and other war-plotting powers.

In the preparation and execution of these criminal war plans the leaders of the reformist organizations again play their well known role as whippers-in. The Social-Democrate and Amsterdam leaders: Boncour, Jouhaux, Henderson, Vandervelde, Hilferding, Breitscheid, Otto Bauer, Fimmen and others occupy leading positions in the campaign of incitement against the Soviet Union and help to confuse the masses by such cynical statements as: "A war will provide work and fill your purses!" It must become the common knowledge of all water transport workers that the leaders of the ITF with Fimmen at their head have approved the raid of the Japanese in the Far East and that they want to excuse this attitude before the masses. The Japanese section of the ITF has openly gone over to the side of the Japanese militarists and actively support the conquest of Manchuria and the partition of China. Everywhere, where the masses take a determined stand against war, these treacherous leaders try to lull the alertness of the masses by means of pacifying phrases and so lead them up to murderous slaughter.

These manoeuvres of the capitalists — which increase the danger of an extension of imperialist war and especially of attack upon the Soviet Union — demand the utmost alertness of the water transport workers, demand energetic preparations in order to prevent imperialist assault on the workers' state, demand furthermore the launching of concrete actions and mass

struggles in order to prevent spreading of the war which has already flamed up in the Far East. The accumulation of war material of all description in the states bordering the Soviet Union in the West (Roumenia, Poland, other Balcan and Baltic states, etc.) is possible only by the unhampered functioning of the entire system of transport and in the first place of sea and river transport. Form these facts the tasks resting upon the seamen, harbour workers, river boatmen and fishermen automatically become evident. **The transport of war material of any kind must be prevented by the organization of the refusal to handle such cargoes as well as by organization of the boycott of all vessels transporting them.**

In order to boycott transports of war material for imperialist purposes



The Congress greets Comrade Kommissarenko Chairman of the Water Transport Workers' Union of U. S. S. R.

and war plots of the imperialists it is primarily necessary to develop a broad campaign of enlightenment amongst the organized and unorganized, the white and coloured water transport workers. This campaign of enlightenment -- which must unmask the veiling tactics of the bourgeois press and the sham pacifist phrases of the reformist trade union leaders -- must be carried through in cooperation with other categories of workers and by means of meetings, distribution of mass literatur, daily discussions of the war and its horrors in the columns of the trade union and daily press.

The work of enlightenment amongst the young water transport workers is of especial importance. Its these young water transport workers which will be the first victims of the imperialists in the coming war. The World Congress demands of all sections of the ISH as well as of the organizations in sympathy with the ISH and her aims increased activity in the work amongst the young water transport workers.

The work amongst the female workers must be carried through at the same time with the mobilization of the Youth. Numerous instances in recent struggles have proved that the female workers employed in maritime transport as well as the wives of water transport workers took leading part in these actions.

Along with the campaign of enlightenment steps must be taken to create **Anti-War Committees (Vigilance Committees)** as the organs of the united front of the workers for the purpose of disclosing the manufacture and transport of war material.

The last World War very realistically showed to which extent the workers in maritime transport are subjected to the attacks of weapons of destruction. Tens of thousands of seamen and fishermen of the belligerent as well as the neutral powers were sent to the bottom by means of torpedoes, mines, bombs, shells, etc. In the coming war the seamen and harbour workers will again be the first to suffer destruction, because ports and ships are the chief objects of attack of the imperialist opponents.

In the past the water transport workers have shown how the arm of the imperialist robbers can be stayed. The example set by the French sailors before Odessa in 1919 with Marty at their head; the example of the London, Dunkerque and Danzig dockers in 1920 and the "Hands off the Soviet Union-action" at the time helped to render futile the planned raid on the fatherland of all toilers.

The Congress appeals to all international water transport workers and their organizations to take up and energetically drive forward the mobilization of all their resources for the struggle against imperialist war. This struggle against the imperialist robbers must at the same time be a struggle for the enforcement of the daily demands of the water transport workers and against the intention of capital to worsen their living conditions. **The struggle for improvement of the living standard of the toiling masses together with the struggle against imperialism is the most vital and effective blow against the war plots of the imperialist robbers.**

In the struggle against imperialist war the water transport workers must establish the closest contacts from country to country, from ship to ship, must forge the internationally united front of the seamen and harbour workers in order to create the most favourable conditions for the prevention of war.

The struggle against war and war preparations can be carried through successfully only if the international water transport workers comprehend that it is imperative to wage untiring, determined struggle against capitalist exploitation, against imperialist robbery and against their own bourgeoisie.

The Congress calls upon all seamen, harbour workers, river boatmen and fishermen to unite in the struggle for the defense of their vital interests, in the struggle against the exploiters, oppressors and war plotters of all nations.

Water Transport Workers,

You find your enemies in your own countries, they are the shipowners and port employers!

Down with the attacks of capital on the wages and working conditions of the sea-, river- and port transport workers, down with fascism, with employers- and police terror, down with the war provocations of the im-

perialists, out of China with the Japanese and other imperialists, Hands off the Soviet Union und off Soviet China!

Long live the militant solidarity of the water transport workers of all nations, colours and races against capitalist exploiters and imperialist war mongers!

War against imperialist war!

Resolution on situation and struggles of the seamen and harbour workers in the colonial and semi-colonial countries and the tasks of the sections of the ISH

Having heard the report of Comrade Kouyaté on the situation and struggles of the seamen and harbour workers of the colonial and semi-colonial countries the First Unity Congress of the International Water Transport Workers declares the following:

I. The situation of the coloured seamen and harbour workers — who have always been the most exploited of the Proletarians in maritime transport — in result of crisis, of the recent attacks of capital, of rationalization and intensified terror has developed into an absolutely unbearable one. The starvation wages of the coloured seamen — which are by one-third to one-half those of the European workers — were cut by another 50 to 60 per cent. Working time was increased almost unlimited. The few political and trade union rights which in some countries existed for the coloured water transport workers, are restricted and abolished. The seamen and harbour workers in the colonies are furthermore subjected to such physical and moral indignities as floggings, arrest at the demand of the employers, etc. The compulsory conclusion of long-termed contracts makes them veritable slaves of the shipowners. Besides this there are a number of agents, mediators, contractors, foremen and others who suck the last drop of blood out of the coloured water transport workers. The whole inhuman exploitation of the seamen and harbour workers in the colonial and semi-colonial countries is capped by the imperialist system of colonial robbery, national suppression and police terror which sanctions and applies such methods.

II. The hardships and slave existence of millions of seamen and harbour workers in the colonial and semi-colonial countries as well as the further offensive against their pitiable living standard have caused a movement and struggle for better conditions, for national and social emancipation amongst the coloured water transport workers. By many struggles and strikes the colonial seamen and harbour workers have proved their militancy and willingness, to make sacrifices for the cause of the working class. The heroic struggles of the water transport workers in China (Hongkong, Canton, Shanghai), in India (Calcutta, Bombay), in South Africa (Durban), in Latin America (Chile) and other countries have shown that in spite of the bloody terror of the imperialists and the shipowners the militancy of the coloured water transport workers does not abate. Only the extremely **inadequate organization** of the Proletariat in the colonial and semi-colonial countries, their great susceptibility to the influence of corrupt agents of their native

bourgeoisie (national reformists), the incitement of national strife and chauvinism, the **pitting of one nationality or race against the other** by the imperialists and their agents, the absence of international, Proletarian fighting unity, the **absolutely insufficient support** of the water transport workers in the colonial and semi-colonial countries by their European and American comrades is the cause which makes it possible for the capitalists to overcome the resistance against their offensive upon the living conditions of the colonial workers and of weakening and partial defeat in the latter's struggles. **The worsening of the conditions of the coloured water transport causes and facilitated the offensive of the exploiters against the living standard of the European and American water transport workers.**

III. In this connection the treacherous role of the spokesmen of the International Transportworkers Federation, of her various national organizations as well as of the American Federation of Labour (AFL), who support colonial oppression and plunder, justify imperialist robbery and the partition of China which has already commenced, sanction the expedition of punitive forces against the colonial peoples rising in struggle for their emancipation, maintain the inequality in wages and working conditions of



A delegation of Indian Seamen from British ships in the Hamburg Harbour greeting the Congress

the white and coloured water transport workers, who sell out the strikes of the latter and prevent them from organizing in trade unions together with the whites becomes plainly apparent.

IV. The Congress charges the Executive Committee of the ISH, the leaders of the latter's various national sections and also all class conscious water transport workers with the task of creating and consolidating **class organizations of coloured water transport workers** of training of the necessary trade union cadres and of launching a drive for the winning of the majority of the coloured water transport workers under the banner of the ISH. **The consolidation of the united front of the white and coloured water transport workers is the only guaranty for successful struggles towards the improvement of the economic situation of all water transport workers.** Only if the whites and the coloured make an end to chauvinism will they take from the hands of the employers their most powerful weapon which heretofore has facilitated and made possible the continuous deterioration of the situation of all water transport workers.

V. The International of Seamen and Harbour Workers (ISH) and her national sections must wage war not only for improvement of the economic situation of the water transport workers but also against imperialism and

for national emancipation of the colonial and semi-colonial peoples. The national sections of the ISH in the capitalist countries must carry on an unceasing struggle and active propaganda against white chauvinism in their own ranks in order to completely abolish it and to consolidate international solidarity between their members.

VI. In the struggle against war, against the partition of China, for the protection of the Chinese Soviets, against any attempts to throttle the successful completion of the plan of Socialist Construction in the Soviet Union, the coloured water transport workers — in unity with their white comrades — must occupy the most advanced position.

VII. The Congress appeals to the water transport workers of all countries, all nationalities and races to rally round the following programme of demands and struggle:

- a) for joint resistance of the water transport workers of the whole world against the offensive of the capitalists. For unity of seamen and harbour workers of all nations and races in the struggle for better wages and working conditions;
- b) equal pay for equal work regardless of colour, nationality, sex or age. Complete equalization of the coloured and white water transport workers. Abolition of all colour bars between the workers and of discrimination on account of colour;
- c) against floggings and fines for so-called offenses. Annulment of all laws enforcing responsibility for cessation of work before expiration of contracts upon the coloured water transport workers. Abolition of all special shipping laws designed to bring the workers into complete subjection to the ships command and providing militarization of the crews of ships;
- d) prohibition of engagement by private agents. Introduction of state shipping offices and the "Rota" system administered by the seamen themselves;
- e) for 3 watches on deck and 4 down below. 3 watches for the catering staff. 7-hour day for the shore workers and ships crews while in port with a guaranteed wage minimum;
- f) one day off weekly. One day off in port for every Sunday and holiday worked at sea;
- g) for payment of unemployed relief at the rate of full wages for the whole duration of unemployment. For social insurance at the cost of the shipowners and the state. For home-transport of sick seamen at the expense of the shipowners. For rents at the rate of full wages in case of disabledness. For free selection of medical attendance and payment of sick money at the rate of full wages. For two weeks annual vacation for sailors and 4 weeks for engine and stokerroom personnel. Vacation to be paid in full and continuous;
- h) against intervention and punitive expeditions in the colonies. Against deportation of colonial seamen;
- i) for freedom of coalition, strike, press and assembly. The right to pay off in the colonies and abroad;

- j) for the joint struggle of the water transport workers in the colonies and metropolises against imperialist oppression, for the support of the Chinese revolution and the struggles of the colonial peoples for their national emancipation, for the protection of the Soviet Union — the fatherland of all toilers of the World.

Resolution of the Youth Commission of the Unity Congress of the International Water Transport Workers

On the Situation of the young seamen, harbour workers, river boatmen and fishermen and the tasks of the ISH and her sections

I.

The ever deepening economic crisis has been utilized by international shipping capital to carry through the starvation offensive against the young water transport workers with increased brutality. The wages of the young water transport workers were cut on the one hand and on the other young water transport workers were in ever increasing measure employed to do the work of dismissed adult workers for less pay. Working time — especially on the deep-sea and river vessels as well as on the trawlers — is sometimes unlimited. There is no payment for overtime. Capitalist rationalization — by means of reductions in crew — leads to intensified exploitation of the young seamen and river boatmen. The same goes for the harbour workers. The majority of unemployed young water transport workers receive no unemployed relief and is therefore delivered up to greatest misery and homelessness. The young seamen and harbour workers in the colonial countries are in an even more miserable situation.

The young water transport workers are the chief victims of the special, oppressive and militarizing laws in shipping, created against the sea-, river and port transport workers in the capitalist states.

In connection with the deepening of the crisis and with the preparations of the imperialists for new wars the significant role of the Youth employed in water transport merits special attention. By military training (Japan, France, Czecho-Slovakia, Poland and Italy, and forced labour in Bulgaria, Hungary and Germany) and by open, fascist education in navigation schools and by the influence of the Christian seamen's homes the Youth employed in water transport are to be prepared ideologically for a new war, in the first place for a war of intervention against the Soviet Union.

II.

The cultural and economic situation of the Youth employed in water transport was considerably improved in one country only. This country is the Soviet Union. — the land of Proletarian dictatorship and socialist construction. Professional, elementary and high schools opened primarily for the children of the workers and peasants educate them to qualified workers in the merchant fleet, in river transport, etc. The 6-hour day for the young

workers has been realized, equal pay is given for equal work. Four weeks annual vacation on full pay was introduced. The workers' and peasants' youth take enthusiast part in the front ranks of socialist construction. Their working and living conditions show to the Youth of all countries that the way the workers in the USSR went in 1917 is the only one leading out of starvation, poverty, unemployment and crisis, the way of the proletarian revolution.

III.

All recent struggles of the water transport workers — in England, USA, Spain, India, Germany etc. — show that the participation of the Youth in them has become more frequent and active. Their militancy is best proved



Delegation of Youth Water Transport Workers at the Congress

by instances where the Youth stood in the front ranks of struggle, as for instance in the October strike in Germany.

The ITF tries to prevent the organization of struggles of the young water transport workers by not in practice according the Youth members in her ranks to organize in Youth sections of their trade unions. At the same time the ITF negates the equality of the Youth and in a number of countries refuses them admission into her ranks and also the right to fill the position of functionaries. The ITF actively supports the employers rationalization as well as wage robbery on the Youth employed in water transport. In the preparation of a World war the ITF even goes as far as to openly support the imperialist robbers.

Although several of the sections of the ISH have often underestimated the significance of the role of the young water transport workers. The ISH is nevertheless the only fighting International of the Water Transport Workers defending the interests of the young seamen, harbour workers, river boatmen and fishermen. The ISH has taken upon herself the task of

organizing Youth sections within the Red Trade Unions and Oppositions in all countries and to draw into responsible functions in the leadership such of the young workers who have proved their mettle in the recent struggles.

IV.

The intensification of the attacks of the employers against the water transport workers, the danger of an assault of the imperialist upon the Soviet Union which has become threateningly imminent and the necessity of creation of a strong, international Unity Front demand of all sections of the ISH the most attention to the Youth employed in sea-, river- and port transport. Organization of the struggle of the young workers for their daily demands, — which must stand in close relation to the struggle against militarism and fascism in the shipping industry — forms the most important content of the mobilization of the Youth employed in water transport. Each adherent of the ISH must help to increase the **militancy** of the young water transport workers and convert same into **militant actions**. Each action carried through by the young water transport workers (protests, demonstration or strikes) is of the utmost significance and must therefore be systematically prepared. In order to draw the young workers into struggle it is imperative to work out concrete programmes of demands for the Youth in each country on the basis of the international programmes of demands adopted by the Congress. The latter form the foundation for the Action Programmes of the Youth on the ships, on the river boats, in the ports and shipping offices. Congress has worked out the following as the international demands for the young water transport workers:

1. against all wage robbery; for wage increase;
2. young water transport workers and female workers doing the work of male, adult workers to receive the wages of the latter;
3. for the 6-hour day and the 34-hour week with a guaranteed wage minimum; for 4 weeks annual vacation on full pay for all young workers regardless of nationality or colour; Payment of provision money during vacation;
4. for the inclusion of all young water transport workers into social insurance at the cost of the employers and the state; payment of unemployed relief at the rate of full wages for the whole duration of unemployment.

Demands for young seamen and river boatmen:

1. against the reactionary training ship and apprentice system;
2. for a manning scale prohibiting undermanning and exclusive manning with young seamen; for automatic advance of boys to ordinary seamen after one year at sea, for an ordinary seaman to A. B. after another year and of a trimmer to firemen after six months;
3. Establishment of sanitary homes and free shelter for all homeless seamen in all ports.

For apprentices in the docks:

1. Prohibition of all overtime, night and Sunday work;
2. Apprenticeship to be reduced to two years;
3. Instruction during apprenticeship by trained professionals. Theoretical schooling to be free of charge and within the working time.

The Congress calls upon the young water transport workers of the whole World to fight

for freedom of assembly, coalition and strike; for election and recognition of confidential delegates in the ships and docks; against employers', fascist and police terrorism; against punitive and militarizing laws; for equality of the coloured with the whites; against imperialist war plotters; for prevention of transports of war material for imperialist purposes; for defense of the Soviet Union and the Chinese Soviets; for support of the struggle for national and social, emancipation of the colonial peoples.

V.

To enforce the demands of the young water transport workers it is necessary to launch a broad campaign for the inclusion of the Youth in the common fighting front against exploitation and suppression. All organized and unorganized, white and coloured, employed and unemployed young water transport workers must be drawn into the united fighting front. Therefore it is necessary to fight for the equal right of young workers within the reformist, confessional and other unions not affiliated to the ISH, for the creation of youth-sections, and groups of adherents of the united front, according to the decisions of the World Congress. Young water transport workers must be elected into all organs of the united fighting front and wherever a greater number of young workers is employed in an enterprise (ship, dock, etc.) special Youth sections must be created within the scope of the Action Committees and Strike Leaderships. The same applies to the inclusion of Youth representatives into the Anti-War and Vigilance Committees.

The mobilization of the Youth for struggle must be linked up with broad recruiting activity amongst the Youth employed in the shipping industry in order to line them up within the ranks of the revolutionary trade unions and oppositions. Youth sections, having a collective leadership and functioning as auxiliary organs of the leaderships of the Sections of the ISH, must be set up in all national sections. Another task to be fulfilled immediately is the creation of Youth sections in the International Seamen's Clubs. Only if organizational consolidation of the influence of the ISH amongst the Youth keeps step with the broadest mobilization of their masses will the ISH — the only fighting International of the Water Transport Workers — and her sections be able to win the majority of the young seamen, harbour workers, river boatmen and fishermen for joint struggle against exploitation and suppression, imperialist war and for the revolutionary way out of the crisis.

International Demands for Seamen

1. Against wage cuts. For wage increases, for double pay for overtime.
At request of the seamen, the earned salary must be fully paid out in each port.

2. For 3 watches on deck and 4 below. For the 7-hour day and 40-hour week in port at full wages. The same for standby workers. For the 6-hour day in tropical climat.
3. For a free day in port for every Sunday and Holiday at sea.
4. Against all Exceptional Laws in the Merchant marine (Seamens Acts, etc.).
5. For equal wages for equal work regardless of age, sex, race, nationality, or color.
6. For good and adequate food, suitable to climate and weather. Food-stores under control of crew-elected Committee.
7. Crew to be quartered in hygienic, two-men cabins midships. Hygienic messrooms for the crew. Company to provide working clothes, bedgear and eating utensils.
8. When inflammable or explosive material is loaded or discharged, crew to be provided with shore lodgings.
9. For payment of unemployment insurance equal to full wages for entire length of unemployment at the cost of shipowners and the state.
10. For social insurance at cost of employer and state. For free home transportation of sick seamen. For pension equal to full wages for disabled seamen. For free selection of doctor, and payment of compensation equal to full wages.
11. Two weeks annual vaction for deckgang and four weeks for blackgang. The vacation must be continuous and fully paid.
12. For a Manning Scale in accordance with the needs of the crew, which in addition to adequate hands, forbids the Company from replacing senior workers with apprentices.
13. The seamen, as well as the stewards, engine hands, and officers, shall only do the work of their department.
14. Prison sentence for those Companys and Ships officers, who sail with cargo over the loadline or with too much deck cargo or undermanned.
15. All personal property lost be seamen through no fault of his own to be fully replaced by Company.
16. For the abolition of blacklists and special lists at the labour exchanges. For abolition of private Company hiring offices. For State labour exchanged under administration of marine workers.
17. Against all deportation of seamen in foreign ports, and for the right of seamen to be discharged in all ports.
Where a seamen is discharged in a foreign port, he is to be transported home as a Passenger at Company cost.
18. For the right to organize and meet at the labour exchanges and on board. For the right of press, coalition and strike. For recognition of the crews' elected ships committees.
19. For the right to control the cargo loading, by an elected Board of the water transport workers.

The Congress recommends that the fight for the above demands be tied up with the fight against Fascism, Police and Company terror; for the liberation of all seamen sentenced under the Exceptional Laws; against transport of war materials; for Defense of the Soviet Union; for supporting struggles of the colonial peoples for special and national liberation; against Capitalism; for Socialism.

International Demands for the longshoremen and Harbour Workers

1. Against all wage cuts. For increasing the present wages. For full payment of each started shift. Youth and women to receive equal work with longshoremen. Child labor in port prohibited.
2. For hiring twice a day. Hiring to take place in public, state bureaus, under control of the longshoremen themselves with strict number system.
3. For 7-hour day and 40-hour week at full wage equivalent.
4. Abolition of overtime as well as night, Sunday, and Holiday work.
5. Abolition of piece time work. Working with cargo injurious to health is to be paid for at double wages, with double gangs. Women and youth workers prohibited to handle cargo injurious to health. Goods packed in sacks and to be carried on the shoulder, must not weight more than 50 kilogramms (approx. 100 pounds).
6. Fixed percentual increases to be determined in each land, for handling lose cargo (coal, coak, minerals, sand, etc.).
7. For hygienic waitingrooms for all workers in port, during the rest and hiring periods.
8. Restoration of all reductions in gangs hitherto introduced.
9. Annual vacation of 15 workdays for all longshoremen — women and youth workers to get 4 weeks — at full wages.
10. Eat periods occur during the workingtime, and are therefore to be paid. Where weather or insufficient delivery of cargo forces the workers to quit, the time is to be paid for.
11. The transport of workers to and from the ships count to the working time. Roofed boats to be provided.
12. Formation of self-elected pier control in all piers and yards. These committees cannot be discharged because of representing the interests of the longshoremen.
13. For each idle day, full unemployment insurance.
14. Insurance against sickness, accident incapacity and old age to be paid to employer and state. Free selection of doctor, free clinical service, free medicine for the longshoremen and their families. Sickfunds and pensions are to be paid for entire period of disability at full wages. Women workers receive two months fully paid vacation before and after giving birth. Such women workers, as well as their husbands, to receive wage increases after birth of child. Sick workers cannot be discharged and must be reinstated upon recuperation.

15. Erection of first-aid stations and transport facilities, in sufficient number. On board each working ship, a trained and adequately equipped first-aid man must be present.
16. For full right of organization and assemblage at the hiring places, at the piers and docks. For the right of control of loading thru selected committees of the water transport workers.

International Demands of the rivermen (inland boatmen)

1. Against all wage cuts. For increase of wages. Double pay for overtime.
2. For 7 hour day on deck and 6 hours below, and 10 hours running time, which includes firing, coaling, and laying up. Unbroken night pause of 12 hours. No work on Sundays and holidays.
3. For every month of work two days of paid vacation. A free day in port for every Sunday run.
4. Equal wages for equal work for all boatmen in international waterways of the same river. The wage to be fitted to the highest scale paid. On those waterways, where women drawn into the boat work, they are to be paid same wages as the men.
6. Against all replacement of senior workers thru cheaper help. Against all degrading.
7. For feeding on board at Company cost, according to fixed Menu schedule.
8. Provision of hygienic satisfactory focastles for the crew. Work and bed gear to be provided by employers free of charge.
9. At the beginning of the trip, at discharging and in case of sickness the employer is to pay the railroad fare and daily costs. — At such times, the crew is to be treated as Company employees.
10. Insurance against sickness, accident and incapacity, old age and unemployment at cost of employer and state. Free selection of doctor, free clinical treatment, free medicine for the boatments and members of their family. Sick compensation, pensions and unemployment insurance are by incapacity to be paid at full wages for entire period of same.
11. All loss of personal effects by river boatmen not due to own fault, to be fully replaced by employer.
12. Fight against all reduction of crews on the boats. For manning scale for each individual waterway, in accordance with the needs of the rivermen.
13. Abolition of private hiring exchanges. Erection of hiring exchanges under open control of the rivermen themselves, in all necessary inland ports and boat anchorages.
14. For full freedom of organization and assemblage at the employment exchanges and on the boats.

15. For recognition of the representatives elected by the crews of the boats and barges, by all firms employing over 20 workers. Such representatives can not be discharged because of representing the workers' interests.
16. For the right of control of the cargo thru self-elected committees of the water transport workers.

International Demands of the Deep Sea Fishermen

1. Fight against every cent of wage cuts. For fixed wages and increase of same.
2. Where ships are laid up, and by all work in port, full wages and food to be paid.
3. For a Manning scale to be determined by the fishermen.
4. Food to be paid for by Employer and to be provided according to Scale of Provision determined by the fishermen.
5. For 3 watches on deck and 4 below.
6. For the 7 hour day and 40 hour week in port at full wages.
7. For each Sunday and Holiday at sea, a free day in port with full wages and food.
8. For each month of work, two days of fully paid vacation to be guaranteed.
9. The Crew must be provided with hygienic, satisfactory lodgings.
10. Working clothes, bedsheets and food utensils to be provided free of charge by employer.
11. Equal wages for equal work regardless of nationality or colour.
12. Youth under 18 must not work more than 6 hours daily. They are to receive 4 weeks annual vacation with full pay. Youth workers must receive at least 70% of the wages of senior workers.
13. For unemployment insurance at the cost of the employer and the State, at full wages for entire period of unemployment.
14. For social insurance at cost of employer and state. For home transport of sick fishermen at cost of employer. Pensions at full wages as well as food money. For free selection of doctor, and free provision of medicines for fisherman and his family. Sick benefit equal to full wages. Ships carrying crew of over 18 to have a specially trained and certified first-aid man. On whaling and other expeditions, a doctor must be on board.
15. All loss of personal effects not due to fault of seamen themselves to be fully replaced by employer.
16. Creation of ships committees and food committees by the crew. Members of such committees cannot be discharged by performance of work of these committees.
17. For right of organization and assemblage on board.

18. For abolition of the reactionary seamens' acts and all exceptional laws against deep sea fishermen.
19. Hiring offices to be governmentized. Hiring to take place by number system, under administration of the fishermen themselves.

International Demands of small Boat Owners

1. In harbours where no freight-agencies exist, these must be established. It shall be prohibited to sign freight-contracts in saloons and similar places. The distribution of freight contracts must conform to the principle of parity toward all boat-owners. The freight-agencies must be kept at state's cost under the administration of the small boat owners.
2. Establishment of uniform freight-rates.
3. The freighting conditions can only be filled on blanco-charter (to be worked out internationally). When shipping is stopped by higher powers, the rent for hired boats must be paid at the current rate for all loaded or travelling vessels.
4. Abolition of payment of harbour-, locking-, bridge- and channel-fees.
5. Free issue of business-license.
6. Unemployed small boat owners are entitled to current support at the cost of the state. It is prohibited to charge this support upon the resp. vessels.
7. Issue of credit without interest by the state for needy small boat owners. Law against the auctioning of vessels for renitent interest or mortgage debts.
8. Establishment of free children's homes by the government.
9. All berthing- and landing places must be secured against accidents.
10. Drinking water must be issued free from the valves ashore or by the water-boats.
11. In all ports and anchorages first-aid stations must be established.
12. The height of towing-scales is decided upon under control of the commissions elected by the small-boat-owners.
13. A vessel discharging cargo in another country is entitled to receive a return-cargo on parity level. **Abolition of all border-fees.** Abolition of all special rights (in going through locks, etc.).
14. Insurance of the freight at the cost of the freight-dispatcher.
15. The Congress recommends to all river boatmen to discuss in all countries the question of brokers and their fees. This must be done in connection with the Congress' suggestion of building freight-dispatch organizations of all small-boat-owners.

Commenting upon this programme of demands, the small-boat-owners' representatives at the Congress declared:

We herewith solidarize ourselves with the demands of all water-

transport workers, and pledge ourselves, to prepare and carry-on the struggle together with them against our common enemy, the capitalists.

The Congress recommends to connect the above demands with the struggle against fascism, police- and boss terror, against transport of war-materials, for the protection of the Soviet-Union, for the support of the struggle of the colonial peoples for national and social liberation, against capitalism, for socialism.

Programme of Demands of the Harbour- and River-Construction Workers of Germany

Since representatives of the group only from Germany attended the Congress, it was impossible to work out an **international programme of demands** for this important category of water transport workers. The secretariat of the I. S. H. publishes the following demands, to start a discussion among the Harbour-construction workers in all countries.

Central Demands:

1. Unified scale of wages and working conditions for all waterways of the respective country.
2. All construction works on water ways are to be put under control administration of the state.
3. All construction works on water ways carried on by private companies are to be put directly under the administration of the state.

Tarif-Demands:

1. Against all wage cuts. For the struggle to win back previous wages.
2. Extra payment of 15 Marks a month for each member of the family of married workers. This extra-payment must in the case of children be paid until the 18th year. For children being educated, this extra payment must be paid until the conclusion of education.
3. Pension in height of full wages. The yearly pension must not be less than 1500 Marks. Every worker shall be pensioned when he has reached the age of 60.
4. For the 7-hour day and the 40 hour week at full week's wages.
5. Overtime, work on sundays and holidays may only be made in exceptional cases at double pay.
6. For watchmen on lighters, dredges etc., the time of watch must not exceed 7 hours.
7. When working farther than 1 mile off the usual place of work, extra payment has to be made, the height of which must be stated in the contract.
8. On a construction-vessel outside of the home-port, extra payment must be made for board and lodging in height of 5 Marks a day.
9. For special work: salvaging, and work dangerous to health, wages must be increased by 50% to 100%.
10. In case of inability to reach the place of work without fault of the worker, full wages have to be paid.

11. Each worker receives 4 weeks vacation a year, which may not be substituted by payment.
12. When property of a worker is lost by collision, fire, theft, fumigating or sinking of a vessel, he must be reimbursed to the extent of the price of his property when new.
13. Discharge of workers may only be exacted on the regulations valid for state officials.

Suggestions for the Programme of Demands for Coastal Fishermen

1. Cancellation of all tax and mortgage debts, under control of a committee containing members elected by the coastal fishermen.
2. Guarantee of government subsidy, to be distributed under Control of commission elected by the coastal fishermen.
3. Exemption from taxation, and abolition of port fees.
4. Coast fishers to be included in social insurance provided by the state at its cost.
5. Improvement of piers and petyts for the coastal fishermen at cost of the state.

These are suggestions of the Fishermen's Commission of the Congress, which are to be submitted to the coastal fishermen of the various countries for discussion, and extension.



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