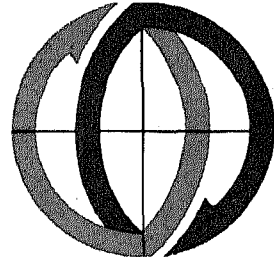


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We apologise to our readers who will receive this issue of the ITF Newsletter later than usual. The delay was due to the British postal strike.

No. 1

January 1971

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Supplement

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8th Session of IMCO's Sub-Committee on Radiocommunications
London, 11-15 January 1971.



TRANSPORT

INTERNATIONAL
=====

ITF radio officers win support at IMCO for modifications to the 1960 Safety Convention

The 8th Session of IMCO's Sub-Committee on Radiocommunications decided, after considerable discussion, to recommend to the Maritime Safety Committee fresh amendments to Regulations 6 and 16 of Chapter IV of the 1960 Safety Convention. A report on the meeting, including the amendments, which were supported by representatives of ITF-affiliated Radio Officer organizations, appears as a supplement to this issue of the Newsletter.

UNITED STATES
=====

New law grants government aid to US United Seamen's Service

The United States government has given recognition to the United Seamen's Service (USS), now in its 28th year, by passing legislation authorizing President Nixon to assist the Service in providing facilities and services for US merchant seamen in foreign ports. The new legislation authorizes the US President to instruct the appropriate departments and agencies of the United States government to:

- provide USS personnel with transport to and from assignments;
- provide meals and quarters at the expense of the USS or USS personnel;
- furnish office space (including space for recreational activities for seamen), storage space and means of communication;
- offer the conveyance of supplies (including gifts for seamen);
- make arrangements, where practicable, to provide for the conversion of local currency.

The USS currently provides health, welfare and recreational services through its 14 operating centres to merchant seamen in 34 ports.

TRADE UNIONS

GREAT BRITAIN

=====

New merchant navy officers must join appropriate union

With effect from 31 March, all new officer entrants to the British merchant navy will be obliged to join the appropriate officers' union -- the Merchant Navy and Airline Officers' Association, the Radio and Electronic Officers' Union (both ITF affiliates) or the Mercantile Marine Service Association. This move has been taken by the National Maritime Board, which represents both sides of the industry, and an agreement will be drafted shortly. Any merchant seaman who does not wish to engage in union activities will not be compelled to do so provided that he pays the union subscription, and men who refuse to join a union for reasons of conscience will be allowed to donate an equivalent sum to an agreed charity.

The obligation to join a union will not apply to serving officers.

Radio officers prepare to "black" colliers

The ITF-affiliated British Radio and Electronic Officers' Union ((REOU)) has announced that it will "black" colliers in the north-east coal trade if the owners of these vessels implement a government decision granting dispensation to ships between 1,600 and 3,000 grt in the North Sea coastal trade from sailing without wireless telegraphy and a certificated radio officer. In the event of a vessel taking up the government dispensation, shore technicians who are members of the union will be instructed not to remove any wireless telegraphy equipment from the vessel and not to install new or additional radio-telephone equipment.

The REOU has already approached the government requesting that it reverse a decision, which they say was taken solely at the request of the British Shipping Federation without any prior consultation with the unions involved. The REOU fears that the dispensation, which would seriously lower safety standards, might in future be extended to all vessels in the home trade and thus further endanger the safety of life at sea.

Jumbo pilots settle pay dispute with BOAC

After over twelve months of negotiations, the British Air Line Pilots' Association (BALPA) has reached agreement with BOAC on pay and conditions of service on the B 747. The settlement gives senior captains on all types of aircraft (including the jumbo jet) a maximum salary of £9,000 per year, all of which is pensionable. The BOAC has also agreed to provide three pilots on the flight deck during an evaluation period of several months. Training for the B 747, which was suspended during the dispute, will now be continued so that regular passenger services can be commenced as soon as possible.

However, cabin staff on the B 747 have declared that they will refuse to work on the aircraft until a satisfactory agreement is reached with BOAC on the settlement of an outstanding wages claim and a number of other grievances. The cabin staffs' union, the British Air Line Stewards' and Stewardesses' Association, which forms part of the Transport and General Workers' Union, expects to start preliminary talks with the company shortly.

THE NETHERLANDS
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Dutch trade unionists stage one-hour stoppage

Trade unionists in Holland staged a one-hour token stoppage on 15 December in protest against the government's plans for curbing inflation.

SOCIAL AND INDUSTRIAL NEWS

DANISH
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Danish fishing associations agree to resume talks with representatives of Esbjerg fishermen

The Danish fishing associations have agreed to resume negotiations with the ITF-affiliated Danish Transport and General Workers' Union (DASF) on a new agreement for Esbjerg fishermen.^{x)}

FRANCE
=====

French pilots and flight navigators stage two-day stoppage in support of demands for a new contract

Pilots and flight navigators with the three French airlines Air France, Air Inter and UTA staged a two-day strike on 4 and 5 January to back up their demands for a new contract governing pay and working conditions. Negotiations on the new contract have been continuing for six months.

The unions are seeking the introduction in France of 'credit time', whereby the number of hours' flying time credited to flight crews is increased by an agreed co-efficient in cases where actual flying time is short compared with the total number of hours absent on duty; the maintenance of salary differentials between ground staff and technical personnel; a satisfactory settlement of rates of pay for pilots aboard the B 747; a reduction in working hours; and the opportunity to take a greater proportion of the annual leave entitlement during the 'peak' summer season.

^{x)} For details of the dispute see ITF Newsletter Nos. 7, 8, 9 & 11, 1970.

French railwaymen sign new collective agreement

The French railwaymen's unions -- including the ITF-affiliated French Railwaymen's Union (FO) and the railwaymen's section of the FAC -- have reached agreement with the management of the French National Railways on the terms of a new collective agreement. Under the terms of the agreement, railwaymen benefit from a six per cent increase in wages during 1971, with provision for further increases should retail price rises exceed 4% in order to preserve a 2% increase in real purchasing power. In addition, working hours will be reduced by one hour per week with effect from the end of September 1971 and salary-related pensions will be improved.

GREAT BRITAIN

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Merchant navy officers' pay proposals are rejected

The National Maritime Board has rejected proposals for a substantial revision in the pay and leave structure of British merchant officers and cadets belonging to the ITF-affiliated Merchant Navy and Airline Officers' Association because of the wide variation in the effects that the proposals would have on the earnings of individual officers and in the costs to shipping companies. The Board also dismissed the association's claim for an annual leave entitlement of 180 days (the present annual leave entitlement is 130 days) as unacceptable because it would involve an increase in the overall officer strength. However, the ship-owners have offered to present "a possible alternative solution" to the officers' panel of the Board when it meets at the beginning of February.

In his reply to the owners' statement, Douglas Tennant (MNAOA General Secretary) emphasized the widespread consultation that had been undertaken during the lengthy preparation work on the basic principles which had guided the union in formulating its proposals. His union had carried out a comparative survey of wage levels of seafarers in other European nations and had concluded that the officers' claim, were it conceded in full, would not damage the competitive position of the UK shipping industry. Brother Tennant went on to say that if the owners were to put forward next month proposals which were based on the criteria of the officers' claim, taking account of aspects such as the low hourly rates of junior officers, excess hours on duty, the simplification of the salary structure and leave entitlement, the officers would be prepared to give these proposals serious consideration.

British radio officers seek pay increases

The ITF-affiliated British Radio and Electronic Officers' Union (REOU) has submitted a claim to the National Maritime Board for substantial increases in pay for 2,500 sea-going radio officers. The union is seeking considerable improvements in the radio officers' pay structure, together with a reduction in the time taken to reach the maximum pay from 24 to 18 years. The REOU is also demanding a twenty-five per cent increase in certificate, passenger liner and in-charge allowances and the raising of the annual leave entitlement to 12 days per month.

British railwaymen lodge claim for substantial pay increases

Three British railwaymen's unions (all ITF affiliates) -- the National Union of Railwaymen (NUR), the Associated Society of Locomotive Engineers and Firemen (ASLEF) and the Transport Salaried Staffs' Association (TSSA) -- have lodged a claim for pay increases for their 280,000 members. While ASLEF and the TSSA are asking for a "substantial" increase on basic rates, the National Union of Railwaymen is committed to a 25 per cent increase. The unions base their claim on increases in the cost-of-living since the current railwaymen's agreement came into force in May 1970 and on improved productivity on the railways. Union leaders maintain that the present rates, which range from £15.4s. to £22.3s for a forty-hour week, have had an adverse effect on the recruitment of staff.

Talks on airline pay dispute break down

Pay talks being pursued by the union side of the National Joint Council for Civil Aviation on behalf of ground personnel and flight staff with the two state airlines BEA and BOAC broke down on 11 January.^x The unions involved in the dispute now plan to withdraw from the national negotiations and pursue the claim individually. They are also expected to lift the overtime ban and work-to-rule which they have been operating for the past four weeks.

Negotiations between the unions and the management reached deadlock when the management refused to improve a final offer of a £1 10s minimum weekly rise for airport personnel.

^xSee ITF Newsletter No. 12, 1970, p. 134

ITALY
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Italian seamen stage series of strikes

Italian seamen staged a series of strikes earlier this month aimed at delaying the departure of ships from Italian ports. The strikes, which began on 5 January and continued for one week, were called by Italy's three trade union confederations following the breakdown of negotiations for a new national work contract.

JAPAN

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Japanese airline pilots strike for improved bonuses

Pilots employed by two Japanese airlines staged a number of stoppages at the beginning of December in support of their demand for higher year-end bonuses.

MALTA

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Maltese port workers call off strike after government agrees to withdraw licences

Early this month, port workers in Valletta, Malta -- members of the ITF-affiliated Malta General Workers' Union (GWU) -- stopped work on all ships in the port after the government issued foremen's licences to six men who were not experienced port workers. The GWU claimed that in awarding the licences the government had violated an agreement reached with the union in which it undertook to consult the union before awarding new licences and to give licences only to port workers with experience of cargo handling techniques. The strike was called off when the government agreed to withdraw the six licences.

NORWAY

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Norwegian seafarers in the foreign trade accept revised offer

The ITF-affiliated Norwegian Seamen's Union has accepted the shipowners' revised offer of improved rates of pay for its members in the foreign trade. The original offer made by the Norwegian Shipowners' Association was rejected by the union membership and the award was referred to arbitration. Under the terms of the agreement: the two-watch allowance for deckhands and engineroom men is raised by twenty per cent; the basic rate of stewards (alone) and radio officers goes up by 100 kr; two new classifications are introduced for stewards and cooks; and a stand-by rate for electricians, stewards and radio officers will be introduced on 1 March 1971.

The new basic rate for ABs on cargo vessels and passenger ships under 2,000 tons is 1,833 kr, rising to 1,983 kr after one year, through 2,108 kr after three years to 2,233 kr after eight years of service. ABs also receive a 3.2% increase in hourly overtime rates, which brings the total increase for an AB after one year's service to 28.2%.

x

17.16 Norwegian kr. = £1

Norwegian mates win improved rates of pay

The ITF-affiliated Norwegian Mates' Union has signed a new collective agreement which gives its members in the foreign trade considerable improvements in rates of pay. The agreement, which came into effect on 1 December, includes the following provisions: an increase of 100 kr in the basic monthly salary; the raising of the two-watch allowance by 20 per cent; an improved victualling allowance of 15 kr per day (35 kr per day during periods of annual leave); and improvements in the regulations relating to remuneration for work performed on public holidays.

UNITED STATES

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US airline clerks vote to return to work

The five-month old strike of US airline clerks is over. Members of the ITF-affiliated Brotherhood of Railway and Airline Clerks (BRAC) have voted to return to work after reaching agreement with Northwest Orient Airlines on the terms of a new contract. The contract provides for wage increases of 37.6 per cent backdated to October 1969, when the previous agreement expired. It also includes improvements in fringe benefits, working conditions and seniority pay which bring the total value of the package to an estimated 49.6 per cent. The new contract expires at the end of 1972.

The back-to-work agreement has also been accepted by the two aviation unions whose members observed BRAC picket lines - the International Association of Machinists and the Transport Workers' Union of America (both ITF affiliates).

BRAC International President C.L. Dennis has asked the ITF to convey the sincere thanks of all Brotherhood members to ITF-affiliated unions who assisted the BRAC during the strike.

US Supreme Court rules in favour of IAM mechanics

The US Supreme Court has refused to review an earlier Appeals Court decision which ruled that National Airlines' dismissal of 1,000 mechanics -- members of the ITF-affiliated International Association of Machinists -- was unjustified under the Railway Labor Act. The court ruling means the National must pay its employees full compensation for loss of pay during the lock-out.

For details of the dispute see ITF Newsletter Nos. 4 and 7, 1970.

PERSONALIA

Douglas Tennant, general secretary of the British Merchant Navy and Airline Officers' Association, is to retire on 31 May 1971. Brother Tennant is a founder member of the union and has been its general secretary since 1943. In the international sphere, Brother Tennant has rendered valuable services as Chairman of the ITF Seafarers' Section and Vice-Chairman of the Civil Aviation Section. He will be succeeded by the present assistant general secretary, John W. Slater. The appointment is subject to confirmation by the Association's general meeting in May.

Captain Charles Crooks of the US International Organization of Masters, Mates and Pilots died on 29 December at the age of 50. Captain Crooks was the only man in the history of the IOMMP to be elected to all three top union posts. He had been president and vice-president and at the time of his death held the post of secretary-treasurer of the union.

Anthony L. Krause has been appointed president of the US Railway Carmen. He succeeds George O'Brien, who retired for health reasons at the end of 1970.

FORTHCOMING MEETINGS

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ITF Meeting on Coastal and Short Sea Trades	-	London, 11 February 1971
Management Committee Meeting	-	London, 6-7 April 1971
Executive Board Meeting	-	Vienna, 26-27 July 1971
ITF Congress	-	Vienna 28 July - 6 August 1971

AFFILIATED UNIONS REQUIRING FURTHER
INFORMATION ON ANY ITEM IN THIS
NEWSLETTER MAY OBTAIN IT ON REQUEST
FROM THE SECRETARIAT OF THE ITF

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SUPPLEMENT TO NEWSLETTER No. 1, 1971

8th Session of IMCO's Sub-Committee on Radiocommunications

London, 11-15 January 1971

The above Session was attended by the following representatives of ITF-affiliated Radio Officer organizations: S. Bøje Larsen (Denmark), A. Helin (Finland), E. Sjöbom (Sweden), H. Strichartz (USA), all as members of their respective Government delegations, and K.A. Murphy (United Kingdom), as a representative of the ICFTU. The ITF Secretariat was represented by A.G. Selander.

At the last Session of the Sub-Committee (see NL No.8, 1970) a proposal concerning re-allocation of the hours of watch-keeping for Radio Officers, which was supported by the ITF Radio Officers, was narrowly defeated. However, at the January meeting of the Sub-Committee the following modified proposal to replace Regulation 6 (d) and to be added to Regulation 16 (a) of Chapter IV of the 1960 Safety Convention was adopted, albeit with a slender majority.

Regulation 6(d)

- (i) During the period when a radio officer is required by this Regulation to listen on the radiotelegraph distress frequency, the radio officer may discontinue such listening during the time when he is handling traffic on other frequencies, or performing other essential radio duties, but only if it is impracticable to listen by split headphones or loudspeaker. The listening watch shall always be maintained by a radio officer using headphones or loudspeaker during the silence periods provided for by the Radio Regulations.

The term "essential radio duties" in this Regulation includes urgent repairs of:

- (1) equipment for radio communication used for safety;
 - (2) radio navigational equipment by order of the master.
- (ii) In addition to the provisions of sub-paragraph (i) of this Regulation, on ships other than multi-radio officer passenger ships, the radio officer may, in exceptional cases i.e. when it is impractical to listen by split headphones or loudspeaker, discontinue listening by order of the master in order to carry out maintenance required to prevent imminent malfunction of:

- (1.) equipment for radiocommunication used for safety;
- (2) radio navigational equipment;
- (3) other electronic navigational equipment including its repair;

provided that:

- (1) the radio officer, at the discretion of the Administration concerned, is appropriately qualified to perform these duties; and
- (2) the ship is fitted with a receiving selector which meets the requirements of the Radio Regulations;
- (3) the listening watch is always maintained by a radio officer using headphones or loudspeaker during the silence periods provided for by the Radio Regulations.

Regulation 16(a)

- (viii) the time at which the listening watch was discontinued in accordance with paragraph (d) of Regulation 6 of this Chapter, together with the reason and the time at which the listening watch was resumed. (The proposal will now go to the Maritime Safety Committee for discussion and approval, most likely at its September Session 1971.)

In following up the IMCO Recommendation on Maritime Requirements for the Use of Space Techniques the Sub-Committee approved an additional statement on the subject in order to supplement, amplify and up-date the Recommendation. This additional statement covers inter alia, the aim and functions of the System, joint use of satellite techniques by shipping and aviation, geographical areas, categories of participating vessels, certain operational conditions and proposed amendments to the ITU Frequency Allocation Table. The Sub-Committee expressed its belief that the International Maritime Satellite System might in the long run make a considerable contribution to the safety of life at sea by making the navigation and operation of ships safer.

In view of the congestion on the R/T distress and calling frequency and certain other difficulties in this connection, the Committee agreed to retain the present criteria for watch-keeping requirements until further notice. The International Chamber of Shipping had suggested that the 1960 Safety Convention should be amended so that ships, irrespective of tonnage, could be authorized to maintain watch on the international R/T distress frequency but when in areas of good R/T coverage - a view which was not shared by the Radio Officer representatives present.

The Sub-Committee further agreed that steps should be taken to urge administrations to set up as soon as possible a world-wide selective calling system and to equip coast stations with encoders. In the absence of any other reliable systems the SSFC system (introduced in 1967) should be considered as a basis for meeting immediate requirements.

The Sub-Committee also agreed to prepare operational requirements for a new type of auto alarm; that there was no need to specify additional technical characteristics for emergency position-indicating radio beacons; and to recommend that all SAR aircraft should be equipped with means of communicating and homing on 2182 kHz.

Finally, as regards Part B of the Code of Safety for Fishermen and Fishing Vessels, the Sub-Committee was of the opinion that the requirements for fishing vessels should as far as possible correspond to those contained in the 1960 Safety Convention. Owing to shortage of time the Sub-Committee decided to prepare on a temporary basis general provisions concerning radio equipment for fishing vessels and to recommend that the corresponding provisions of the Safety Convention (the whole of Chapter IV as amended) should be annexed to Chapter IX of the Code for guidance. It also adopted a revised version of Chapter IX, prescribing the fitting of W/T or R/T equipment in vessels of categories 1 and 2. The Sub-Committee further felt that, in the interest of the co-ordination of international safety at sea measures and in view of operational circumstances, administrations should pay special attention to the carriage of radio direction finders capable of homing on 2182 kHz (only new vessels), watch receivers (2182 kHz) and emergency position-indicating radio beacons.