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No. 11

November 1979

IN THIS ISSUE

Page

In Memoriam: Thérèse Asser

121

News and Views from the ITF

ITF Executive Board meets in Miami

121

ITF Flight Deck Technical Committee discusses personnel licensing and training

122

ITF Ad Hoc Committee on ICAO Annex 1 holds first meeting

123

Harold Lewis replies to ISF President's comments in The Times on the Nawala case

123

ITF Greek Railwaymen's Seminar held in Athens

124

Transport

Air Canada abandons use of rear DC-9 attendants' seats

125

Dutch flight deck associations oppose two-man flight deck crew on A310 Airbus

125

Tragic loss of BERGE VANGA raises safety questions

126

Trade Unions

Independent black unions in South Africa decide not to seek registration

126

Terrorist attack causes extensive damage to ELA-STV office in Lasarte

127

Social and Industrial News

BRAC wins pay parity for non-ops with Canadian Pacific Express

127

Higher pay and longer leave for Qantas staff on Fiji

128

French air traffic controllers disrupt flights

128

Shell tanker drivers reject second pay offer (Great Britain)

129

Bonus incentive scheme for Great Manchester busmen (Great Britain)

129

Special Announcement

Karl Weigl says thanks for 100th birthday greetings

130

News in Brief

130

Obituaries

131

Personalia

131

Forthcoming Meetings

132

Supplement : *Flag of Convenience Campaign News*

IN MEMORIAM

In Memoriam Thérèse Asser

Thérèse Asser, who died at her home in Amsterdam on 11 November, was one of the very first people to be employed in the ITF Secretariat when the Federation was re-created following its collapse during the first World War. She began working as a translator and interpreter in 1923, and remained with the ITF in various capacities until her retirement in 1959. For a number of years, she acted as private secretary and personal assistant to successive General Secretaries, including Edo Fimmen, Jacob Oldenbroek and Omer Becu. She was presented with the ITF Gold Badge for her selfless service to the ITF at the Berne Congress of 1960.

Her circle of friends within the ITF was enormous and included men and women of almost every nationality. She had, in fact, a great capacity both for understanding people and for making friends with them, and it is as a friend as well as a very loyal and devoted colleague that she will be remembered.

Although she had been retired for some twenty years when she died, Thérèse had certainly not severed her connection either with the trade union movement or with the international field. Until very recently, when illness meant that she had to spend some months in hospital, Thérèse had worked from time to time for the Dutch national centre FNV as a translator and interpreter, and had also been playing an active rôle within the Netherlands Association of Translators. At her cremation, tributes were paid to the work which she had done in all these fields, extending over a period of nearly sixty years.

We would like to express, on behalf of the ITF, our very deepest sympathy to the members of her family and to her colleagues from other organizations. We have all suffered a very grievous loss by her death.

NEWS AND VIEWS FROM THE ITF

ITF Executive Board meets in Miami

The Executive Board of the ITF met in Hollywood, Miami, on 23 and 24 October at the Diplomat Hotel, which is to be the venue of the ITF's Congress in 1980. The Congress arrangements formed one of the items of the agenda. Fritz Prechtl, President of the ITF, took the chair.

For the most part the meeting was given over to an intensive review of the ITF's activities over the previous six months. For example, the outcome of the Seafarers' Section Conference (Stockholm, 2 and 3 October) prompted considerable discussion and led to the endorsement of the holding of an ITF Asian Seafarers' Conference early in 1980, preceded by a preparatory mission to Asia to consult with the ITF's seafarer affiliates there. The Seafarers' Section's concern at reductions in manning, and at the effect of those reductions on safety and social standards, was shared by the Board which decided that this threat could best be met if affiliates were to inform the ITF of cases where manning had been reduced to unacceptable levels so that action could be taken against the ships concerned.

The Board instructed the General Secretary to continue to use all his efforts to secure the early release of Abderrazak Ayoub, the Tunisian member of the Board imprisoned for his part in the general strike early in 1978. Meanwhile the ITF will maintain the aid it has been giving to the families of transport worker trades unionists victimized for their union activities. Trade union rights in Chile and Argentina were also examined, the former in the light of the successful week-long boycott led by the ITF and the ICFTU in September.

The Board approved the Financial Report for 1978 and the budgets for 1980. Approval in principle was given to applications for affiliation from unions in Guatemala and New Zealand. Finally, the Board agreed to give financial help to the Waterfront and Allied Workers' Union of Dominica to help relieve the distress of their members who suffered from the devastation left in the wake of Hurricane David in August.

INTERNATIONAL

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ITF Flight Deck Technical Committee discusses personnel licensing and training

A meeting of the Flight Deck Technical Committee was held in London on 6-7 November 1979 under the chairmanship of Jack Wahle (FEIA, USA). 25 members and observers attended the meeting.

The main item on the agenda before the meeting was the proposed revision of ICAO Annex 1 on Personnel Licensing and Training. The Committee expressed its views on the proposed changes as far as they affected flight deck crew members. The Committee's views were referred to the ITF Ad Hoc Committee (see next item).

The Committee also reviewed the ITF policy statement on flight and duty time limitations and recommended several changes in the existing document in order to bring it up to date.

The Committee felt that the existing ITF resolutions and policy statements on flight deck matters should be consolidated and to that end appointed a sub-committee consisting of M.S. Hoda (Chairman), Roger Bricknell (MNAOA-UK), Frank Durkin (FEIA-USA) and A. Rolland (SNOMAC-France).

Other items discussed at the meeting included latest status of flight deck designs for the B757 and 767, the flight deck crew complement on the A310 and anti-misting kerosene fuel.

ITF Ad Hoc Committee on ICAO Annex 1 holds first meeting

The first meeting of the ITF Ad Hoc Committee appointed by the Civil Aviation Section Conference in Paris last May was held in London on 8 November 1979 under the chairmanship of Bill Gill, Chairman of the ITF Civil Aviation Section. 16 members and advisers attended the meeting.

D'Arcy Kennedy, the ITF representative at ICAO, explained the background and gave details of the changes proposed by the ICAO Secretariat.

After reviewing the documents, the Committee felt that although the revised draft was an improvement on the existing text of Annex 1, certain aspects of it needed further examination and improvement. The meeting agreed that representatives of each category should study the document carefully and submit their observations to the ITF Secretariat for discussion at the next meeting which was fixed for 5-6 February 1980. It was further agreed that two Air Traffic Controllers' representatives should be invited to serve on the Committee.

The meeting was informed that the "State letter" to be sent to all member states of ICAO and other international organizations - including the ITF - for comments, would be ready by the end of November 1979 and would therefore be available to the members of the Committee before the next meeting.

GREAT BRITAIN

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Harold Lewis replies to ISF president's comments in The Times on the Nawala case

On 19 November, the newly-published London Times newspaper carried a letter from Sir Frederic Bolton, president of the International Shipping Federation, commenting on the Nawala judgment printed in The Times Law Report. The letter criticized the ITF's actions in support of the Hong Kong crew who had claimed to be "happy" with their conditions of employment and questioned the fairness of the Lords judgment on the grounds that it allowed the direct interest of the employees (and the employer) to be overridden in the interests of a third party, in this case the ITF, which presumably, according to Sir Frederic, had no business to intervene. Sir Frederic further suggested that the decision might have the effect of undermining international respect for British law -- especially UK shipping legislation which was held in high regard -- and could even deter foreign ships from visiting British ports.

The letter provoked the following response from ITF General Secretary Harold Lewis (printed in the issue of 21 November):

"Sir, Sir Frederic Bolton can rest easy (letters, November 19). The Nawala judgment has no significance at all for the ship-owner, British or foreign, who sails under his true colours. A plea for the flag of convenience operators, on the other hand -- if that is what he is making -- is little short of a death-wish, for it is those operators who have eaten away at the genuine shipowners' position to the point where it is dangerously near collapse.

As for the "happy" crew, he will not be surprised to know that we view that aspect very differently. If the House of Lords had taken his point, happiness would have become a mandatory requirement for any seaman who as much as set his foot on a flag of convenience vessel, just as it is now a requirement for many of them that they declare in writing that they will not contact the ITF or its affiliated unions on pain of instant dismissal or subsequent blacklisting for life.

No reasonable assessment of the Nawala judgment can be made without putting it in its context. For so long as the flag of convenience owners can shop around for their crews, free from all national restraints, in a buyers' market, then collective bargaining of the kind Sir Frederic advocates will be a sham. The owners, themselves know this full well and their seamen, who seek our help in their thousands, know it, too. It will be shameful if anything is done under English law to make it even easier to cheat and abuse them when their state is already an international scandal.

Yours truly,
HAROLD LEWIS,
General Secretary,
International Transport
Workers' Federation,"

GREECE

=====

ITF Greek railwaymen's seminar held in Athens

An ITF Seminar for Greek railwaymen was held in Athens from 30 October to 2 November. ITF Assistant General Secretary Johann Hauf, who has special responsibility for the Railwaymen's Section, lectured to participants on the history and constitution of the ITF and also dealt with the subjects of transport policy and technological change on the railways.

TRANSPORT

CANADA

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Air Canada abandons use of rear DC-9 attendants' seats

Following renewed requests from the ITF-affiliated Canadian Airline Flight Attendants' Association (CALFAA), Air Canada has informed its cabin staff that they need no longer use DC-9 rear attendants' seats on take-off and landing and that passenger seats will instead be reserved for staff use. CALFAA first became concerned about the safety of these seats following an accident at Toronto Airport on 26 June 1978 when a DC-9 ran off the end of the runway on take-off and a flight attendant occupying a staff seat suffered a broken hip when a water tank fell on him. Concern grew after an attendant seat was sucked out of a DC-9, which lost its tail cone near Boston on 17 September of this year. Had a flight attendant been occupying the seat, it seems inevitable that he/she would have been sucked out with it.

NETHERLANDS

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Flight deck associations oppose two-man flight deck crew on A310 Airbus

Plans by Royal Dutch Airlines to operate the A310 Airbus with a two-man flight deck crew are meeting strong resistance from the ITF-affiliated KLM Flight Engineers' Association and the Dutch Air Line Pilots' Association. The cockpit unions, with the backing of both the ITF and IFALPA, are demanding three men on the flight deck as a two-man crew is considered insufficient to ensure safety, especially in emergency situations. They also point out that the Forward Facing Cockpit Concept incorporated in the aircraft design would in any event, place the instrument panel out of reach of the flight engineer even if the manufacturer and the airline were to agree to carry a third man in the cockpit. The two unions are to decide later this month whether to take action against KLM if their demands are not met.

KLM has already placed firm orders for 10 of the new 200-seater Airbuses and has options on a further ten 'planes. It is also known that both Lufthansa and Swissair intend to purchase Airbuses with a similar cockpit layout. The Dutch unions are greatly concerned at the complete lack of consultation, despite many approaches by them to KLM and the competent authorities, insisting that measures be taken to ensure a satisfactory cockpit layout. Our Dutch affiliate has also asked the ILO for assistance in the matter.

NORWAY

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Tragic loss of BERGE VANGA raises safety questions

The tragic loss in the South Atlantic at the end of October of the Liberian-flag BERGE VANGA -- sister ship of the BERGE ISTRÅ which sank in similar circumstances in the South China sea almost four years ago -- raises a number of questions regarding the safety of combined oil/ore carriers. It is known from the reports of the two survivors of the earlier disaster that welding work was in progress on the BERGE ISTRÅ before she went down following a series of massive explosions and in the case of the BERGE VANGA welders had been working on deck since the ship left Brazil. It seems likely that sparks from the welding work could have triggered off an explosion which caused the ship to go down before an emergency signal could be transmitted.

The Norwegian Shipping Directorate, at the suggestions of its own advisory council that such equipment should be made mandatory, is currently assessing whether, in the light of these two disasters, Norwegian-owned vessels should be required to carry position-indicating emergency radio transmitters. It does, however, point out in this connection that the safety equipment already carried on Norwegian vessels more than meets the minimum requirements of the SOLAS Convention.

Meanwhile, the Shipping Directorate has ordered that welding work shall cease with immediate effect in spaces where there is a danger of explosion on oil/ore carriers. An emergency committee has been established to investigate the special dangers associated with this particular type of vessel, and has been asked to come forward with suggestions regarding additional safety equipment by the beginning of December.

Sweden has only four vessels of this type -- although they are not of the same construction as the Sig. Bergesen ships -- and they are all to be inspected for possible safety defects. The companies owning the vessels have been contacted and asked to ensure that safety instructions are followed to the letter, although it is emphasized that the authorities have no reason to believe that the vessels are defective in any way or that safety regulations are not being observed.

TRADE UNIONS

SOUTH AFRICA

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Independent black unions decide not to seek registration

The majority of independent black unions in South Africa have decided not to seek official registration under the Republic's new labour legislation unless they are allowed to remain completely non-

racial in both membership and control. The unions have also demanded that "provisional registration" as proposed by the government be abolished in favour of final registration, with all existing unions being automatically granted recognition. Registration, they said, should not be used as a means of fragmenting the trade union movement.

The decision is the most representative black response to the proposals of the Wiehahn Commission, which argued that black unions should be recognized within the law. If the unions are refused registration on the terms they demand, the South African government's efforts to bring black workers' organizations within the labour laws will have been dealt a severe blow.

The independent unions are also greatly concerned that both the government and individual managements (particularly of foreign multinational companies) will actively encourage the more conservative "parallel" unions -- organized under the umbrella of existing white trade unions -- and thus try to eliminate independent trade unionism in South Africa.

SPAIN

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Terrorist attack causes extensive damage to ELA-STV office in Lasarte

The offices of the ITF-affiliated Spanish Transport Workers' Federation of ELA-STV in Lasarte (Guipuzcoa) were extensively damaged on 23 October by an explosive device apparently planted near the entrance to the union office by members of an extreme right-wing organization. In a statement issued by the union headquarters in San Sebastian, the attack -- the second such suffered by the Basque federation -- was condemned as yet another attempt to provoke a direct confrontation between workers and anti-democratic forces. ELA-STV renewed its pledge that it would not be deterred from its task of building up a strong trade union movement in the Basque country by this or any other cowardly attack.

SOCIAL AND INDUSTRIAL NEWS

CANADA

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BRAC wins pay parity for non-ops with CP Express

Following a long and bitter strike, the Canadian division of the ITF-affiliated Brotherhood of Railway and Airline Clerks (BRAC) has finally succeeded in winning pay parity for its members with Canadian Pacific Express. The union's difficulties began way back

In October of last year when CP Express management decided to exercise their legal right to bargain separately with the union, although it had been asked to associate itself with the thirteen railway companies which had already agreed to negotiate jointly with the Associated Non-Operating Unions. Negotiations were conducted over many months and although BRAC expressed a willingness to compromise in order to avoid a confrontation the company refused to move on its final offer which did not far enough towards meeting the union's demands. BRAC had no alternative but to call a strike. CP Express was shut down from coast to coast, and picket lines were established at intermodal yards (where containers are transferred from rail to road and vice-versa and where piggyback trailers are loaded and unloaded), tying up company traffic. CP Express was granted temporary injunctions against the pickets but when they sought to make these permanent judges in both Montreal and Toronto refused their request on the grounds that as CP Express employees performed work for intermodal services under contract they were within their legal rights in picketing the yards.

Eventually, CP Express relented and following an intensive day-long bargaining session the union was able to achieve a two-year contract providing for increases of 9.5% in the first contract year (backdated to 1 January), followed by a further 8% in 1980. The company also agreed to incorporate a cost-of-living escalator similar to the one covering the majority of Canadian non-ops and has conceded other benefits as contained in the main railway contract.

FIJI
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Higher pay and longer leave for Qantas staff on FIJI

The ITF-affiliated Federated Airline Staff Union of FIJI has succeeded, after two and a half months' hard bargaining, in getting Qantas to agree to pay increases of seven per cent for its workers on FIJI. (The pay of workers currently earning over F\$ 4,500 per annum goes up to F\$ 4,815.). Long service leave has also been increased to eight weeks for employees with up to ten years' service.

F\$ 1.81 = £1

FRANCE
=====

Air traffic controllers disrupt flights

Air traffic controllers in the north of France^x, including those serving the two main Paris airports, have been taking industrial action since late October in support of a catalogue of demands, on which they are demanding the immediate start of "genuine" negotiations with government representatives. At the nub of the dispute are government plans to transfer some of the duties of atcs

^xthe action spread subsequently to most other areas

at smaller and medium-sized control towers to insufficiently qualified technicians and ultimately perhaps even to employees of the local Chamber of Commerce -- moves which the controllers claim will seriously undermine flight safety. They also deeply resent the exercise of military control over 80 per cent of French air space, although military flights account for only 20 per cent of all traffic movements. The atcs are further seeking restoration of the free and unfettered right of strike action (removed in 1964), increased staffing levels, a revised salary structure and the introduction of improved equipment and the right to a say in the selection of the type of equipment to be purchased.

To press these demands, the controllers are allowing aircraft to land but are refusing take-off clearances on a selective basis for longer and longer periods, at the time of writing on most days of the week. They briefly suspended their sanctions on 21 November following a promise of talks, but they were subsequently reimposed when the negotiations failed to make any headway. To avoid the inevitable disruption of flights, many operators are diverting aircraft to other European destinations.

Air France ground and cabin staff also staged a 24-hour strike on 8 November demanding increased manning levels and a shorter working week.

GREAT BRITAIN

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Shell tanker drivers reject second pay offer

Shell tanker drivers, on the advice of the ITF-affiliated Transport and General Workers' Union, have rejected two pay offers, the second of which added an extra 2 to 3 per cent to the original package, worth about 20 per cent. The TGWU is seeking a large increase in the basic rate as most of the extra pay obtained in the last pay round resulted from a change in the method of calculating overtime pay. Basic rates were increased by only 4 per cent, which was way below the percentage increases won by other drivers, notably in the haulage sector.

Tanker drivers working for BP, Texaco and Esso are all expected to settle for amounts considerably in excess of twenty per cent.

Bonus incentive scheme for Greater Manchester busmen

The ITF-affiliated Transport and General Workers' Union has negotiated pay increases for busmen employed by Greater Manchester Transport, which give the following basic rates for a 40-hour week: one-man operators: £80; other drivers: £64; conductors: £62. Also included as part of the deal is an incentive scheme paying busmen a bonus of £100 every five months provided they fulfil certain clearly laid down attendance requirements. Under the scheme, an employee will qualify for a £20 bonus if he is late not more than once in the first 10 weeks. He will be credited with a further £20 if, after 16 weeks, he has not been late more than twice (on a cumulative basis) or absent more than once. The final £60 is payable if he completes the 20-week period without being late more than three times or absent more than twice. Sickness covered by a medical certificate and compassionate leave will be exempted, but lateness will only be excused

on those occasions on which a staff bus fails to arrive on time. The scheme will be self-financing in that it will enable more buses to run on time and thus attract more passengers.

SPECIAL ANNOUNCEMENT

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Karl Weigl has asked us to place the following announcement in the Newsletter.

"I received so many congratulatory messages from all parts of the world on the occasion of my 100th birthday that I am unable to thank each person individually.

I would therefore ask you to accept this announcement as an expression of my most sincere thanks."

NEWS IN BRIEF

The sanctions imposed by marine pilots belonging to the ITF-affiliated Merchant Service Guild of Australia (see page 115 of last issue of the Newsletter) were lifted on 19 October following the acceptance of proposals put forward by the Arbitration Commission, which would involve talks before the Commission and between the two parties on the matters in dispute.

Junior and senior officers of Ghana's Black Star shipping line and members of the ITF-affiliated Merchant Navy Officers' Association took strike action last month to back demands for improved service conditions. The Minister of Transport and Communications has appealed to all those involved to give the new government time to find solutions to their grievances.

Japan Air Lines cockpit and cabin crews staged a 24-hour strike on 20 November in protest against a plan to revise pensions in conjunction with the raising of the retirement age from 58 to 60.

Pleasure boat crews belonging to two companies, which operate tourist cruises between Malta and the adjoining islands of Gozo and Comino, staged a one-day strike on 1 October to draw attention to the dangers inherent in company plans to reduce crew complements. The strike was called by the Port and Industries Section of the General Workers' Union, which fears for the effects on crew and passenger safety if smaller crews are carried on the boats, which take between 100 and 150 passengers.

Employees of the Mexican domestic airline Mexicana began strike action on 1 November in support of a twenty per cent pay claim.

OBITUARIES

Knud Ellegaard, who succeeded to the presidency of the Danish Transport and General Workers' Union (SID) in August of this year, died, tragically, on 14 November, aged only 61. Brother Ellegaard had held a number of key posts in the union, having served previously as chairman of the Transport Group within SID and more recently as the union's vice-president. It was also largely thanks to his endeavours that the Drivers' Union, after an eleven year split, was readmitted to membership of SID. Brother Ellegaard played an important part in the work of the ITF Road Transport Workers' Section of which he was a Committee member from 1971 to 1974.

George ("Gerry") Lipman, assistant general secretary-treasurer of the British National Union of Seamen from 1960 until his retirement in 1967, has died, aged 77.

PERSONALIA

Jan Balstad has been officially appointed president of the Norwegian Metal Workers' Union. He will retain the post for as long as Lars Skytøen, the union's former head, serves as Industry Minister. Brother Balstad was formerly vice-president of the union.

Sune Eriksson, honorary president of the Swedish Supervisors' Union (SALF), celebrates his 70th birthday on 26 November.

C.H. Fitzgibbon, general secretary of the Waterside Workers' Federation of Australia and Chairman of the ITF Dockers' Section, has been re-appointed as a Commissioner of the Australian Shipping Commission for a further five-year term.

K.P. Hong, president of the Korean Seamen's Union, has been elected general secretary of the Federation of Korean Trade Unions.

J. Konz, general secretary of the Luxembourg Federation of Railway and Transport Workers, has been elected on to the Board of the Luxembourg Railways (CFL).

George Meany, president of the American Federation of Labour-Congress of Industrial Organizations since it was created by the merger of the two organizations in 1955, retired at the Federation's Congress held in Washington earlier this month. Previously, Brother Meany had served as president of the AFL (from 1952) after acting as its secretary-treasurer since 1939. He is 85. Meany is succeeded as AFL-CIO president by Lane Kirkland, former secretary-treasurer, who is 57.

FORTHCOMING MEETINGS

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Meeting of the Enlarged Policy
Sub-Committee of the Fair
Practices Committee

- London, 11-13 December 1979

ITF Ad Hoc Committee on ICAO
Annex 1

- London, 5-6 February 1980

Cabin Crew Technical Committee

- Frankfurt, 14-15 February
1980

Executive Board

- London, 18-19 March 1980

ITF 33rd Congress

- Miami, 17-25 July 1980

AFFILIATED UNIONS REQUIRING FURTHER
INFORMATION ON ANY ITEM IN THIS
NEWSLETTER MAY OBTAIN IT ON REQUEST
FROM THE SECRETARIAT OF THE I.T.F.

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FLAG OF CONVENIENCE CAMPAIGN NEWS

We publish below a brief round up of some of the many actions undertaken recently by the ITF and its affiliated unions in various parts of the world on behalf of seafarers serving in f-o-c vessels.

I. EUROPE AND THE MIDDLE EAST

France

Dunkirk -- maritime unions arrested Greek-owned Li ASTROS demanding payment monies due arising ITF agreement signed Sweden; local dockers assisted Filipino crew Sanko-owned and -chartered Sg SEA BELLS to secure an ITF agreement and \$76,388 backpay.

Sète - dockers helped 5 crew members (1 Greek, 1 Seychellese, one Chilean and two Ghanaians) Greek-owned Cy SKY VENTURE with total claim for \$40,000 plus repatriation; also rendered medical assistance to one Greek remaining on board. French authorities detained ship on grounds did not comply with international safety and hygiene requirements.

Germany

Brunsbüttel (Kiel Canal) - OeTV members and officials, with cooperation ILA representative, negotiated \$38,573 settlement for Indian officers and Maldivian crew Pa LONE EAGLE arising ITF agreement signed by ILA at start of industrial action. Ship inspection service alerted to investigate safety defects, including leaking lifeboat. Vessel overloaded; 400 tons cargo (ammonium) removed on arrival from Gdansk (Poland).

Hamburg - OeTV signed ITF agreement end October for 23-man crew Pa SELINDA, plus negotiated \$181,336 backpay settlement; also arrested Sanko-chartered Li EASTERN GIANT for \$55,000 owed to 10 crew under ITF agreement signed Narvik (Norway).

Great Britain

London - seamen's and transport workers' unions currently seeking ITF agreement for mixed Filipino/Burmese crew Cy HELENE ROTH, owned Josef Roth (Cyprus) Shipping Company.

Newport (Wales) - NUR lockgate keepers and TGWU tugboat men claiming \$98,000 (severance and backpay) for ex-crew Cy ILLERBERG under ITF agreement, signed Amsterdam, October 1979. Owner J. Roth (Cyprus) being urged to drop disciplinary measures against Filipino ex-crew (10 left ship and one reported sick, Amsterdam; four more signed off 16 November, Newport).

Avonmouth - Indian-flag ALEXANDRA N stopped at request Indian affiliates. Local seamen's union official and ITF instructed lawyer to enter caveat on already existing arrest of vessel. Legal moves and blacking promoted settlement of crew's wages on board; negotiations continuing on other disputed payments.

Seaham - Pa NEUKLOSTER detained by dockers, tugboat men and lockgate keepers in support Filipino crew sacked after signing ITF agreement. Vessel sailed following payment \$56,438.

Fleetwood - ITF agreement signed for Pa NEUWULMSDORF.

Irish Republic

Irish unions settled claim of \$95,564 on behalf Indonesian crew Li GALLOWAY EXPRESS due under ITF agreement signed Netherlands, May 1978. Owner (Vroon) also deposited \$100,000 with Dutch seafarers' union (FWZ) covering backpay all crew members on board since that date.

Israel

ITF agreements signed by Israeli Sea Officers' Union for Turkish-owned and -manned Li NEW-SONG and Netherlands Antilles PERLA FRIO. Also highly successful boycott action of Cy IRENES SYMPHONY arising agreement signed Italy (February 1979). Subsequently 15 Filipinos ordered off vessel and legal proceedings instituted by manning agent in Philippines. ITF now informed officially that case dropped and \$43,000 severance pay and differences collected.

Italy

Pa FRANZ XAVIER KOGEL stopped Italy three times this year. Backpay settlements total \$118,400.

Malta

GWU boycott Sg HINRICH OLDENDORFF resulted \$124,788 backpay settlement.

Netherlands

Li PILOT MERCHANT stopped Rotterdam arising non-compliance ITF agreement. Settlement - \$146,205.

Spain

Avilés - Danish charterers paid \$250,000 discharging outstanding claims Filipino crew Li MARITIME GARDENIA arising non-compliance ITF agreement. Subsequently visited by CBRT&GW officials in three St. Lawrence ports. NMU alerted to board in Chicago as possibility crew may be paid off.

II. SCANDINAVIA

Finland

- \$45,838 backpay settlement reached Helsinki for Indonesian engineer on Cy NORDBALT. Gas tanker Netherlands Antilles CORAL ISIS stopped; \$100,000 deposited to settle claims on company's f-o-c ships arising non-compliance over number of years with ITF agreement.

Norway

Following tragic loss Li oil/ore carrier BERGE VANGA (sister ship BERGE ISTRAND lost December 1975) in South Atlantic last month Norwegian Seamen's Union official despatched Philippines to negotiate settlement on behalf relatives lost crew members totalling N kr 9 million (US\$ 1,800,000) and additional benefits. Under 1974 agreement, Norwegian conditions apply. Owners' representative and P & I loss adjuster already in Philippines.

New agreement signed Narvik for Li INAYAMA (owned Sig. Bergesen, as BERGE ISTRAND AND BERGE VANGA) and \$285,000 settlement obtained. Similarly, \$250,383 obtained, also Narvik, for crew Li LAFUMINA. Pa EMERALD QUEEN stopped Porsgrunn for non-compliance ITF agreement; approx. \$120,000 backpay settlement reached.

Sweden

Recent backpay settlements reached by Swedish unions include: Sg RIO GRANDE - \$72,908; Li MONTAN \$60,000; also over \$300,000 to Taiwanese crew Li GOLDEN MINERVA.

III. AUSTRALASIA

Australia

Settlement of outstanding claims on Vroon-owned Li CHAROLAIS EXPRESS currently being negotiated by Australian unions for non-compliance agreement signed May 1978 with FWZ.

New Zealand

Pa TWIN JOY: \$47,000 obtained for Filipino crew.

IV. NORTH AMERICA

Canada

Following backpay settlements representative of many reached by CBRT&GW on west coast: Li SAMJOHN GOVERNOR \$33,709 plus ITF agreement; Li EASTERN FORTUNE \$129,000; Li STAR OASIS \$117,000 (followed up from UK).