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NEWS AND VIEWS FROM THE ITF

CYPRUS

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ITF General Secretary calls for public enquiry into lost Cyprus tanker

In a letter to the Cyprus High Commission in London, ITF General Secretary Charles Blyth has called on the government of Cyprus to conduct a public and comprehensive enquiry into the disappearance ten weeks ago of the Cyprus-flag vessel CRETAN STAR, which has now been posted missing at Lloyds. (The 21-year-old tanker was last heard of on 28 July when it reported damage due to heavy seas while en route from the Persian Gulf to Cilacap with a cargo of crude oil. Air and sea searches in the area of her last reported position in the Indian Ocean have discovered no trace of the vessel other than a six-mile oil slick, probably indicating the spot where she went down.)

"Year by year", the letter states, "the toll of life in Cyprus-registered vessels is tragically heavy and no longer are international maritime unions prepared to stand by and allow this slaughter to continue. The Government of Cyprus must demonstrate that it is taking prompt and far-reaching action to put its maritime house in order by conducting a public and comprehensive enquiry into this loss. We shall hope for and expect the sympathy, understanding and support of the maritime community at large if we are forced to resort to industrial action to compel it to do so. The 1975 Casualty Return, issued only last week by Lloyd's Register of Shipping, and returns for previous years, record only too clearly the appalling safety record of Cyprus-registered vessels." (8 Cyprus-registered vessels from a fleet of 735 were lost during this period, representing a total tonnage loss to the Cypriot flag of 29,873 tons.)

Commenting to the London shipping paper 'Lloyd's List' on the loss of the Cretan Star, which incidentally at 30,000 tons is the largest vessel in maritime history ever to disappear without trace, the General Secretary said that he was particularly anxious to learn the condition the vessel was in when it made its last voyage and whether, in view of the poor record of Cyprus with regard to ship inspection and safety, the vessel was fully certificated at the time of the loss. Above all, he said, an enquiry would serve publicly to emphasise the responsibilities of a government operating a flag of convenience.

INDIA

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George Fernandes faces conspiracy charge

George Fernandes, former president of the All India Railwaymen's Federation<sup>x</sup>, appeared in the Delhi High Court on 4 October, where he was formally charged with conspiring to overthrow the

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<sup>x</sup>an ITF affiliate

Indian government -- a charge which carries a maximum sentence of life imprisonment. In a statement read to the presiding magistrate, Fernandes claimed that while in detention he had been brutally treated, deprived of food on occasions and refused access to a lawyer. He had not been given medical attention; nor had he been allowed to send or receive letters. For the first two months he had been kept in solitary confinement before being moved to a jail barracks near Delhi. He asked that the handcuffs in which he appeared before the court be removed, that he be treated decently in gaol and that his relatives and a lawyer be granted permission to make regular visits.

The court hearing has been adjourned until 12 October.

TRANSPORT

INTERNATIONAL  
=====

Law of the Sea Conference adjourns

The fifth session of the UN Conference on the Law of the Sea opened on 2 August and adjourned on 17 September after failing to reach agreement on a number of issues. These include the rights of coastal states in a 200-mile exclusive fishing zone along their shores; the question of free navigation in straits and archipelagos; and the international control and exploitation of deep-sea mineral resources. The next session will be convened in New York in May 1977.

ILO predicts uncertain future for world's seafarers

According to a report published by the ILO in connection with the forthcoming Maritime Session, unemployment among seafarers is likely to get worse if present trends in international shipping continue. The Director-General's report points out that there are already too many seafarers chasing too few jobs: in 1974, only 1,300,000 seafarers out of a total of 1,800,000 were actually employed at sea. The problem is particularly acute in the developing nations, which have an oversupply of national seafarers, although this may ease if these countries are able to increase the present slow rate of growth of their national fleets.

The report lists these main trends as: overtonnage arising from the abrupt drop in shipping trade last year; increased competition from the expanding fleets of the East European countries; and the decline in the share of shipping of the traditional maritime nations, in particular that of the OECD countries, brought about by the rapidly increasing number of ships registered under flags of convenience.

The Director-General also quotes statistics of the "wastage rate" among seafarers and analyzes the reasons for this disturbing drift away from the sea, which presents a serious problem for the long-term health of the industry. It mentions a number of factors which discourage lasting careers, chief among which are the modernization of ship operations which has made work on shipboard much less interesting and the development of new ports in areas isolated from city centres which has rendered shore-leave considerably less attractive. The short turn-round of ships, the report says, adds further to the boredom and stress of the seafaring life.

Describing the present situation as "somewhat more sombre" than that of 1970, when the last Conference took place and shipping was entering a boom period, the report concludes that the seafarer's life and work may face set-backs in the immediate future.

JAPAN  
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Carriers challenge imposition of air noise tax

The Japanese government's attempt to transfer the cost of noise abatement at Japanese airports fully on to the shoulders of the domestic and international carriers landing at them is being opposed by the airlines, who have asked the courts to overturn the special landing charges that were first introduced in September last. The government, in its turn, is expected to file a countersuit and if it wins support for its case the airlines will be obliged to pay an air noise level charge of ¥ 1,630 for each decibel produced by their aircraft above a maximum "permissible" level of 83 decibels. A tonnage charge of ¥ 290 per metric ton will also be levied.

TRADE UNIONS

INTERNATIONAL  
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Successful Caribbean port workers' seminar held in Germany

A group of 26 port workers' representatives, almost all from ITF-affiliated unions, recently took part in a seminar in Germany, which was jointly organized by the Friedrich Ebert Foundation (FES) and the ITF.

The seminar was held from 30 August to 24 September and took the form of a study-trip covering a number of German ports and cities, which combined on-the-spot visits to port installations, unions and education centres with lectures on German trade unionism

and social institutions, as well as on international organizations concerned with port workers' questions, such as the ITF and the ILO. During the visits to German ports, strong emphasis was placed on developments in the field of containerization and on the way in which problems arising out of the introduction of containerization had been tackled by the ITF-affiliated German Transport & Public Service Workers' Union.

Those taking part in the seminar represented unions from the following Caribbean islands and countries: Grenada, St. Lucia, Dominica, Bermuda, Antigua, Guyana, Curacao, Jamaica, Barbados, St. Vincent, and Trinidad.

Following the conclusion of the seminar, some of the participants also visited the United Kingdom ports of Barry and Newport under the auspices of the ITF-affiliated British Transport & General Workers' Union.

AFRICA  
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Two successful seminars are held in Tema

A Transport Policy Seminar was conducted by the ITF in Tema, Ghana from 27 September to 1 October for its African affiliates. The Seminar examined the general principles underlying transport policy and then went on to look at regional transport policy and transport in cities, as well as paying special attention to the rôle of the railways. At the close of the Seminar, the participants drew up a joint policy which it was felt should form the basis of the ITF's future work in the Region. The Seminar was chaired by ITF Vice President J.R. Baiden, who is general secretary of the Maritime and Dock Workers' Union of TUC, Ghana and lectures were given to the participants by the ITF's Secretary for Inland Transport, Johann Hauf.

Immediately following this Seminar, the ITF -- with the assistance of the US International Association of Machinists and Aerospace Workers -- had planned an African Railwaymen's Seminar, which also took place in Tema. The Seminar was primarily concerned with the topic "Safety at Work" and looked in detail at such aspects of the problem as noise nuisance, air pollution and asbestos dust. Johann Hauf acted as chairman on this occasion and the IAM provided two specialist lecturers, Ben Sharman and Jim Austin.

As usual, the arrangements for both seminars had been made by the ITF's Regional Representative for Africa, Ben Udogwu, who is based in Ghana.

EUROPE

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Greece admitted to ETUC

At a meeting of its Executive Committee early this month, the European Trade Union Confederation decided to admit the Greek General Confederation of Labour (GSEE) as a full member. ETUC now has a membership of 31 national organizations.

GHANA

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ITF and FES organize two seminars in Ghana

The ITF and the German Friedrich Ebert Foundation (FES) jointly sponsored two seminars on Applied Economics and Management Techniques at the Ghana Labour College in Accra from 19 to 30 July. Twenty-five delegates from the ITF's six Ghanaian affiliates took part in each project. The main aim of the economics seminar, held from 19 to 24 July, was to introduce the participants to economic principles and concepts in order that they might gain a better understanding of the Ghanaian economy. A wide range of subjects were discussed, emphasis being laid on the rôle of trade unions in the economic development of Ghana and on wage distribution in relation to trade union demands. The second seminar, from 25 to 30 July, was designed to improve the participants' knowledge of management techniques and procedures with a view to finding solutions to industrial problems. Delegates were also asked to consider the importance of effective management within their own unions and the implications of administrative and leadership decisions on labour problems. W. Hauptmannl of the FES and the ITF's African Representative, B.R. Udogwu, were jointly responsible for the organization and conduct of the seminars.

SCANDINAVIA

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Transport Workers' Federation holds biennial Congress in Oslo

The Scandinavian Transport Workers' Federation (STF), which has a membership of approximately 225,000 in the four Nordic countries, held its biennial Congress in Oslo on 25 and 26 September 1976. The ITF was represented at the meeting by its General Secretary Charles Blyth and by Administrative Secretary Brian Laughton. The Congress approved the Report on Activities for the inter-Congress period and agreed that conferences of unions in the following three membership groups should be held during 1977: seafarers, inland transport workers and, for the first time, civil aviation personnel, the major item on the agenda of the seafarers' conference being an examination of the increased tendency of Scandinavian shipowners to "flag out". Hans Ericson was unanimously re-elected president of the STF and it was decided that the next Congress should be held in 1978 in Sweden.

Officers oppose attempts to lessen radio safety protection in  
Baltic and North Sea

The Nordic Radio Officers' Conference, which was held in Helsinki in mid-August, adopted a resolution declaring its opposition to attempts on the part of shipowners to obtain exemptions from the radio requirements of SOLAS for vessels trading in the Baltic and North Sea. The Conference resolution also called on other organizations of seafarers to stand firm against the shipowners as their action, if successful, would lead to reduced radio safety protection for all seafarers.

SIERRA LEONE

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Third West African Seminar held in Freetown

In collaboration with the German Friedrich Ebert Foundation (FES), a third ITF/FES West African Seminar for ITF affiliates was held in Freetown (Sierra Leone) from 16 to 20 August. Thirty-five delegates from six West African countries (Nigeria, Ghana, Liberia, Gambia, Ivory Coast and Sierra Leone) discussed such subjects as: industrial trade unionism in West Africa; the rôle of trade unions in the developing countries; multi-purpose consumer cooperatives; economic development policy strategy in the developing countries; labour economics; the rôle of transport workers in promoting the ideals of an economic community of West African states; industrial relations in West Africa; the rôle of government in industrial relations; collective bargaining in West Africa; the history, structure and work of the ITF; the activities of the Friedrich Ebert Foundation in the developing countries; the history of the international labour movement; the rôle and structure of the ILO; and the activities of International Trade Secretariats in Africa. The seminar was judged by all concerned to have been successful in achieving its aim of helping middle-level union officers to gain a better understanding of a number of vital economic and industrial issues.

The ITF's African Representative, B.R. Udogwu, and the local FES Representative W. Hauptmannl, were jointly responsible for the organization and conduct of the seminar. The ITF's affiliates in Sierra Leone gave invaluable assistance as far as practical arrangements for the seminar were concerned and offered splendid hospitality to the delegates throughout the seminar.

SOCIAL AND INDUSTRIAL NEWS

DENMARK

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Bus drivers granted extra leave for long working hours

An arbitration tribunal appointed to investigate a dispute between the ITF-affiliated Danish Transport and General Workers' Union (SiD), another Danish road transport union and the Copenhagen and District Bus Company ruled last month in the unions' favour, awarding Company bus drivers in the Copenhagen suburb of Gladsaxe an additional six free days each year as compensation for working a six-day week.

A SiD spokesman has said that in the next round of contract negotiations the union hopes to harmonize the conditions of its members in the different districts of Copenhagen.

FRANCE

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UTA cabin staff renew protest over ending of Pacific postings

Stewards and stewardesses with the French private airline UTA staged another 48-hour strike on 15 - 16 September to draw attention to their dismay at the ending of Pacific postings. The origins of this long-standing dispute, which involves members of the ITF-affiliated French Cabin Staff Union (SNPNC), were detailed in the August issue of the ITF Newsletter.

GREAT BRITAIN

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Improved fringe benefits for merchant navy officers

Further negotiations with British shipowners since the June pay award to merchant navy officers have been successfully concluded, with the officers being awarded fringe benefits similar to those received by ratings earlier last month. Merchant Navy Establishment benefits are increased on 4 October by the same amount as for ratings (i.e. by £7.20 per week for the first two weeks and by £3.60 per week thereafter up to a maximum of 26 weeks per calendar year), with proportionate increases for more senior officers. Travelling allowances have also been improved to take account of higher costs, and a supplementary food allowance of 72p per day becomes payable in addition to the daily rate of 78p consolidated into basic rates. Officers required to stay aboard ship in UK and near Continental ports between the hours of 18.00 and 06.00 will receive a compensatory payment to be extended worldwide as soon as the government's pay policy permits.



The unions covered by the award include the ITF-affiliated Merchant Navy and Airline Officers' Association and the Radio and Electronic Officers' Union.

#### Drivers agree to single-manning of new high-speed train

At a special delegate conference held last month, the ITF-affiliated Associated Society of Locomotive Engineers and Firemen (ASLEF) decided to reverse an earlier position that British Rail's 125 mph high-speed train should be double-manned at all times. As a result, the train, which entered into service on 4 October, will have two men in the cab when travelling at speeds in excess of 100 mph, single-manning being otherwise the rule.

#### Officers' union seeks agreement on cadet working hours

The ITF-affiliated Merchant Navy and Airline Officers' Association has recently been urging UK shipowners to enter into an agreement on the working hours of officer cadets. It would like to see permitted hours of duty at sea and in port for cadets under 18 being limited by agreement to 8 hours per day (40 hours per week). A fifteen minute rest period following each two hours of continuous duty is also being sought, as well as the exclusion of cadets under 18 from the requirement to work at night. The union has stressed that any agreement on working hours -- which should include provision for study time during working hours, at least to the extent recommended by the Merchant Navy Training Board -- would not exempt cadets from the general obligation to work under the master's direction during emergencies.

The owners, while declaring themselves willing to recommend certain limits to the working hours of cadets, are not prepared to enter into a rigid agreement on the subject. They have offered a 40-hour week to cadets not on watches, but do not share the union belief that it is possible to extend this to cadets assigned to watchkeeping duties.

GREENLAND  
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#### Strike of Greenlandair pilots

Pilots with Greenlandair have been on strike for the last three weeks. After talks with the airline management on the renewal of their collective contract, which expired on 31 August, failed to produce any concrete results, a strike warning was issued -- originally for 1 September -- although, following the intervention of the state mediator, the commencement of the strike was delayed until midnight on 16 September.

The issues at the centre of the dispute include a demand for shorter working hours and substantial increases in pay to compensate for a loss in real earnings during the past few years.

The pilots' association forms part of the ITF-affiliated Danish Salaried Employees' Union - Greenland is administered from Denmark -- which has been actively involved in attempts to reach a settlement. Members of the ITF-affiliated Danish Radio Officers' Association stationed in Greenland have also been instructed not to refuel aircraft belonging to Greenlandair affected by the dispute.

JAPAN  
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Railwaymen's unions reach agreement with government on implementation of arbitration award

A two-day nationwide strike by members of the two ITF-affiliated railwaymen's unions in Japan was called off 48 hours before it was due to begin on 29 September after agreement was reached with the government on the question of implementing the May arbitration award, which granted average wage increases of 8.8% to employees of the National Railways (see ITF Newsletter No. 5, 1976; p. 51). Although official approval has yet to be obtained from the Diet, it seems likely that the award will now be implemented in full.

LUXEMBOURG  
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First-ever collective agreement for taxi drivers

The ITF-affiliated Luxembourg Federation of Railway and Transport Workers (FNCTTFEL) recently negotiated its first-ever agreement for taxi drivers, thus bringing to a successful conclusion years of effort to bring this last group of road transport workers under the collective bargaining umbrella. The agreement, which came into effect at the beginning of this month, limits maximum daily working hours to 9½ (48 hours per week), while stipulating daily and weekly rest periods of 12 and 36 hours respectively. It also secures for taxi drivers a guaranteed monthly minimum income based on length of service (on an index figure of 268.19, this amounts to 18,036 francs after one year's service, rising to 32,572 francs after 25 years). It has unfortunately proved impossible to introduce a new salary system; earnings remain related to takings (33 to 36 per cent).

UNITED STATES  
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Machinists strike TWA

Following months of talks, including a recourse to mediation and the imposition of a 30-day cooling-off period, TWA employees belonging to the ITF-affiliated International Association of Machinists and Aerospace Workers (IAM) went on strike on

18 September to press demands for a new contract, the old contract having originally expired on 31 October 1975. Industrial action was called off after twenty-four hours when tentative agreement was reached with the airline. Details of the settlement are being withheld pending ratification by the rank and file.

The strikers include mechanics, ramp servicemen, as well as dining, commissary, cleaning and teletype personnel.

NEWS IN BRIEF

At its 28th Congress held recently in Skelleftea, Sweden, the International Federation of Esperantist Railwaymen (IFEFR) adopted a resolution pointing to the growing communication difficulties that international transport and tourism have brought with them and urging railways, railway trade unions and other organizations of railwaymen to make greater use of the international language Esperanto as an aid to increased understanding between nations.

Bahrain has joined the Inter-governmental Maritime Consultative Organization, becoming its one hundredth member.

The lockout of dockers at the Canadian Atlantic port of Halifax<sup>x)</sup> continues, attempts to reach agreement between the two parties to the dispute having failed.

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x) See page 94 of last issue

British pilots employed by Cyprus Airways are staging a go-slow in protest against the airline's decision to lease a Boeing 707 complete with seven-man crew from British Airways -- a move which they feel will adversely affect their promotion prospects. A number of Cypriot pilots have joined in the industrial action. (Cyprus Airways employs 17 British and 11 Cypriot pilots.)

An Industrial Democracy Study Group has reported favourably on the possibility of introducing co-determination within the Irish state airline Aer Lingus and has recommended hiring the services of a firm of management consultants to advise the unions on how to achieve this with the minimum of delay. Aer Lingus management has already declared itself in favour of industrial democracy, at least at the lower levels of responsibility.

Italian port workers staged a 48-hour boycott of Chilean vessels last month to coincide with the third anniversary of the military coup.

The Norwegian government has announced plans to introduce a 200-mile fishing limit on 1 January 1977.

Black workers in the townships around Johannesburg were joined by coloured workers from Cape Town when they staged a three-day mass walkout last month in protest against the brutal treatment meted out to protesters against the government's apartheid policy. South Africa's two biggest cities were badly hit, with hundreds of employees staying away from work.

Spanish air traffic controllers continue to work to rule. The ground staff of the state airline Iberia are also working to rule to draw attention to their demands for a single contract covering ground and air personnel.

Pilots of the Venezuelan international airline Venezolana Internacional de Aviación came out on strike last month in support of colleagues with two domestic airlines who had been dismissed after refusing to heed a government call for a return to work. The domestic pilots' strike, which had been called on 13 September to back demands for improved safety conditions, was declared 'illegal', and the arrest for 20 days was ordered of leaders of the national pilots' association. The action ended at the end of the month when the government agreed to take steps to improve navigation systems at Venezueland airports. The strikers also won a commitment from the government to limit dismissals of strike leaders to a minimum.

National Airlines flight attendants have voted overwhelmingly in favour of joining the ITF-affiliated Transport Workers' Union of America. 1,200 cabin staff are involved in the decision.

PERSONALIA

Egil Halvorsen, president of the Norwegian Railwaymen's Union, announced recently that he will retire at the union Congress next month.

Bö Lööv, treasurer of the Swedish Seamen's Union, died on 1 October.

Werner Meier, president of the Swiss Railwaymen's Union and a member of the ITF Executive Board, celebrated his 60th birthday on 1 October. We extend our sincere congratulations.

Günter Stephan (German Trade Union Confederation, DGB) has been elected president of FIET. He succeeds Lord Allen.

FORTHCOMING MEETINGS

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Sub-Committee on Transport Policy - Utrecht, 3-4 November 1976  
Cabin Attendants' Technical

Committee - London, 22-23 November 1976  
Inland Navigation Section - Vienna, 23-24 November 1976

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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FLAG OF CONVENIENCE CAMPAIGN NEWS

We publish below a round-up of action taken during the past few months by the ITF and its affiliated unions in various parts of the world to ensure that seafarers serving in vessels flying flags of convenience receive their proper pay and enjoy decent working conditions:

AUSTRALASIA

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Australia

Cy. UNILUCK and Pa. BAUXITE FIJI -- Newcastle, New South Wales

Typical of the many successful actions undertaken in recent months by our Australian friends are the recent settlements reached by the maritime unions in the port of Newcastle, New South Wales for the Cyprus-flag UNILUCK and the Panamanian-registered BAUXITE FIJI, both of which are manned by Filipino nationals. In the case of the Uniluck, back pay in the amount of £20,000 was obtained, while the 35-man crew of the bulk carrier Bauxite Fiji, who approached the port unions for help after learning of the Uniluck settlement, received a total of £35,000. Amenities on the Uniluck were improved before the vessel sailed; and arrangements were made via one of our affiliated unions in the Philippines to ensure that the families of the crew of the Bauxite Fiji received their full allotments.

EUROPE

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Belgium

Cy. ARETI -- Antwerp

Among recent successes achieved by the ITF-affiliated Belgian Transport Workers' Federation (BTB) was the lodging in Antwerp of a bond of £53,259 for the Cyprus-flag ARETI.

France

Sg. PROSPERITY QUEEN -- Port-de-Bouc

The French maritime unions at Port-de-Bouc near Marseilles have successfully obtained US \$115,854 in back pay due to the Filipino crew of the Singapore-flag PROSPERITY QUEEN. Now the vessel's owners are threatening legal action against the crew in the Philippines if the money -- to which, of course, they were fully entitled -- is not returned. Pressure has also been put on them

to sign their names to what the captain claims to be an ITF memorandum -- otherwise he will report a mutiny on board. The crew has steadfastly refused to endorse the document and the ITF has written to the owners and their agents protesting in the strongest terms at the disgraceful treatment to which they had been subjected.

Great Britain

Cy. BALTIC SEA - Manchester Ship Canal, England

John Nelson of the ITF-affiliated British National Union of Seamen has obtained £8,000 in back pay for seven ratings on the Cyprus-flag BALTIC SEA, which was held in the Manchester Ship Canal earlier this month. He has also signed a new ITF agreement covering the vessel. Nelson has also successfully negotiated the payment of £10,000 for the Cy. BALTIC SKY owned by the same Company.

Italy

Li. ARGO CASTOR -- Palermo, Sicily

The ITF Agreement covering the ARGO CASTOR expired on 23 August and, whereas the ITF is seeking to renew this, considerable pressure is being put on the crew -- most of whom are of Greek nationality -- to agree to transfer to a Greek agreement and representation of their interests by the ITF-affiliated Greek Seamen's Federation (PNO). Compliance with the owner's wishes, it is suggested, would mean that the men would receive certain moneys due to them. ITF policy is that Greek agreements are acceptable only on Greek-owned Greek-flag vessels and as the Argo Castor is a Liberian-registered vessel, the Federation is advising the crew to resist this move.

We now learn that the crew have come out on strike in support of their claim for back pay and that they -- via the ITF-affiliated Italian Seafarers' Federation (FILM-CISL) -- are receiving every assistance from workers in the port of Palermo, where the vessel is currently at anchor.

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x

x

x

FILM has also been successful in signing an Italian agreement for the Panamanian-flag vessels AQUERO and EL PODERO, both in Taranto.

Netherlands

Li. JADE -- Rotterdam, Netherlands

The Liberian-flag JADE, which is under ITF agreement, was recently arrested in the port of Antwerp, where a substantial back pay claim was lodged by the ITF-affiliated Belgian Transport Workers' Federation (BTB) on behalf of seventeen crew members. On payment of a bond of US \$ 100,000, the vessel was allowed to sail. On arrival in Rotterdam, the crew received assistance from Ronald van der Meyden, the ITF Inspector of the Dutch Seafarers' Federation (FWZ), who was able to obtain of £81,818, which included the money paid into the Belgian courts, and half of the lawyer's fees.

NORTH AMERICA

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Canada

Pa. ORIENTAL VICTORY -- Montreal

The Panamanian-flag vessel ORIENTAL VICTORY was visited by an official of the ITF-affiliated Seafarers' International Union of Canada in the port of Montreal, where it was arrested for non-observance of the ITF Collective Agreement signed in Belgium on 5 March last. The Oriental Victory had already been stopped by the ITF-affiliated Waterside Workers' Federation in Australia back in June when US \$39,260 was paid out after it was discovered that the vessel, which was trading worldwide, had been paying only Far East rates. However, this money was forcibly removed from individual members of the crew and the unions are therefore claiming a total of US \$91,754.56.

Cy. ASTYANAX -- Vancouver

The Vancouver Seamen's local of our affiliate, the Canadian Brotherhood of Railway, Transport and General Workers, has recently obtained US \$15,000 on behalf of the crew and signed an ITF Agreement for the Cyprus-flag ASTYANAX.

United States

Cy. KYRARINI -- Brownsville, Texas

Following a request from the crew while in mid-Atlantic, the ITF cabled its affiliate, the National Maritime Union of America, asking for an official to visit the KYRARINI when she docked at

her next port of call, Brownsville, Texas. The NMU sought and obtained a maritime lien on the vessel in an effort to force payment of a substantial sum in wages outstanding to members of the crew under the existing ITF Agreement covering the vessel. (Similar action was taken in Antwerp last March - the last time the crew had been paid.) A complicating factor was the circumstance that in May of this year the vessel had been transferred from the Cypriot to the Greek flag, which meant that the owners were offering the rates laid down in the ITF Collective Agreement up to the date of the transfer and Greek rates thereafter. Nevertheless, the union was eventually successful in obtaining back pay for the crew and repatriation.

## SCANDINAVIA

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### Denmark

#### Sg. RAPID BRIDGE -- Aarhus

Lars Jansson, ITF Ship Inspector of the Swedish Seamen's Union, went aboard the Singapore-flag RAPID BRIDGE when she arrived in Sweden's west coast port of Gothenburg early this month. The vessel was subsequently allowed to sail on the condition that a settlement of outstanding moneys due to the officers and ratings would be made at the next port of call -- Aarhus, Denmark. Jansson himself flew to Aarhus, where he persuaded the German owners to pay out US \$16,660 to the vessel's Yugoslav ratings. It was also agreed in Aarhus that the master and the officers would have a statement of their joint claims available for settlement when the ship docked in Antwerp.

We have just learned via our Belgian affiliate, the Transport Workers' Federation (BTB), that the owners have kept their promise to pay and that as a result US \$34,481.90 has been received by the officers (plus two mess boys), representing 2½ months' back pay.

### Finland

#### Cy. ELPIDA -- Naantali

At the end of July, ITF Ship Inspector Lauri Heinonen of the Finnish Seamen's Union stopped the Cyprus-registered ELPIDA from loading grain in the port of Naantali. By so doing, he was able to obtain from the vessel's Greek owners the sum of £50,000 due under the ITF Agreement -- in some cases for a period of up to two years -- to the crew members on board at the time. The owners were also persuaded to deposit the sum of £66,886 in a joint account in Finland to offset claims for the ex-crew members of the ELPIDA. Efforts are now being made to trace these men -- to date very successfully -- and to calculate their outstanding earnings. The vessel now flies the Greek flag.



Sweden

Pa. HUGO OLDENDORFF -- Gothenburg

The 13,000-ton Panamanian-registered vessel HUGO OLDENDORFF was blockaded by the Swedish Unions on 11 October in an effort to put pressure on her owners to meet the demands of the vessel's 26-man crew. The ITF refused to renew the agreement covering the vessel when it expired on 28 July as we were aware at the time that the terms of the agreement were not being met. A back pay settlement of \$31,545 was reached, the vessel changed to the German flag and an agreement was concluded with the ITF-affiliated German Transport and Public Service Workers' Union (OeTV).

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