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NEWS AND VIEWS FROM THE ITF

Two ITF Assistant General Secretaries appointed by the Board

At its meeting on the conclusion of the ITF's 32nd Congress in Dublin, the Executive Board unanimously decided to appoint Johann Hauf (Secretary to the Railwaymen's, Road Transport Workers' and Inland Navigation Sections) and Ake Selander (Secretary to the Seafarers' and Fishermen's Sections) as ITF Assistant General Secretaries.

GREAT BRITAIN

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ITF Vice-President renews demand for inquiry into Globtik Venus affair

Introducing the international debate at this month's annual conference of the British Trades Union Congress, ITF Vice-President Jack Jones demanded to know why the British government was dragging its feet on the TUC's request for an official inquiry into the affair of the Globtik Venus (see Supplement No. 3 to ITF Newsletter No. 3/4 of 1977 for further details). The British unions, he said, wanted to know whether an offence had been committed in law when "thugs" were recruited in the UK to storm the vessel and, if so, why no efforts were being made to bring the perpetrators of such an offence to justice.

TRANSPORT

Radio officers' leader accuses shipowners of short-sighted manning policies

Kevin Murphy, general secretary of the ITF-affiliated Radio and Electronic Officers' Union, has accused British shipowners of pursuing short-sighted manning policies that have artificially created a severe shortage of radio officers. He says that the owners seem extremely reluctant to recruit newly-qualified R/Os because it is necessary both to provide them with accommodation and place them under the supervision of experienced R/Os; with the result that many officers in this category are unable to find jobs. Instead, they insist on employing only officers with a minimum of six months sea service, so much so that recently the REOU has had to turn down a number of requests from owners for qualified officers as there are insufficient men available.

He warns of the dangers of such an approach and asks the owners to undertake a review of their policies. Under no circumstances would the REOU countenance a situation where ships were allowed to sail without a radio officer aboard, a position on which he knew that they could count on the whole-hearted support of the ITF and its affiliated unions.

NORWAY

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New legislation on working hours aboard mobile drilling vessels
in North Sea

New legislation on working conditions aboard mobile oil drilling vessels on the continental shelf applicable to all muster-obligated personnel on these and other floating structures has come into force in Norway. Working hours may not normally exceed 36 hours per week on an average basis over a period of not more than one year, i.e. the same limit as already operates on permanent installations. Shift schedules are to be arranged on the basis of vessel and employee needs, with overtime being sanctioned when the immediate execution of certain work is deemed necessary for safety or security reasons. Cash payments will normally be made for overtime work (a supplement of at least 40% of the rate for comparable work done during normal working hours will apply) but extra time ashore may be taken in lieu if agreed between the parties.

TRADE UNIONS

INTERNATIONAL

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Unions launch international boycott of textile multinational
J.P. Stevens

At the invitation of the AFL-CIO and the Amalgamated Clothing and Textile Workers' Union (ACTWU), union representatives from subsidiaries in Australia, New Zealand, Japan, France and Canada of the US-based textile multinational J.P. Stevens met in New York at the beginning of September and agreed to launch an international boycott of the company in pursuance of a decision taken at the 1976 Congress of the International Textile, Garment and Leather Workers' Federation in Dublin.

The decision to launch the boycott arises from the company's persistent refusal over many years to recognize the ACTWU as a bargaining partner in its US plants, where pay and conditions are generally acknowledged to be inferior to those obtaining in subsidiaries in other countries. To this end, it has violated

basic labour laws by illegally firing workers, coercing employees and engaging in bad-faith bargaining. It has also been judged in contempt of court on three occasions by the US Court of Appeals.

Earlier this year, the Clothing and Textile Workers, with the backing of the US labour movement, mounted a consumer boycott of Stevens products. The ICFTU and ITSS representing many millions of workers have also informed the ITGLWF of their wholehearted support of the boycott.

CHILE

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ICFTU urges unions to support opposition forces within Chile

On 11 September, the fourth anniversary of the violent seizure of power by the military junta in Chile, the International Confederation of Free Trade Unions issued an appeal to its affiliated unions to intensify their efforts of support for the forces of opposition within Chile, which were fighting valiantly for the restoration of freedom, democracy and peace within their country. The statement reaffirmed the solidarity of the international free trade union movement with the Chilean workers and people in their fight to throw off the fascist yoke.

Meanwhile, dockers in Italy and Yugoslavia have announced a boycott of Chilean vessels timed to coincide with the anniversary of the coup.

DENMARK

Union merger confirmed

In a membership ballot, drivers belonging to the Danish Road Transport Drivers' Union (Chaufførernes Forbund) have voted two to one in favour of a merger with the ITF-affiliated Transport and General Workers' Union (SiD). News of the ballot result was conveyed to SiD's Congress earlier this month. The merger will formally take effect from 1 April next year, but in the meantime officials of the two unions are expected to cooperate closely on a number of issues, notably collective bargaining and general union policy.

News of the proposed merger was carried in ITF Newsletter No. 1/2 of 1977, page 4.

DOMINICA

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Dockers' seminar is an outstanding success

The ITF collaborated with its affiliate the Waterfront and Allied Workers' Union of Dominica recently in organizing a one-week seminar for docker members of the union. The seminar was opened by the union's General Secretary, Curtis Augustus, and the

participants were addressed on "Port Development" by the Permanent Secretary of the ~~Ministry of Communications, Works and Hydraulics~~, Mr. O. Symes. Later the delegates went on to discuss such subjects as collective bargaining in the dock industry; new methods of cargo handling and their repercussions on dock workers; port management; health and safety in dock work; the duties and responsibilities of shop stewards; and social security. Lecturers included Curtis Augustus and the union's 1st Vice-President Roy Bannis, who was also responsible for organizing and coordinating the seminar; Mr. John Chambers (Port Manager); a representative of the Caribbean Congress of Labour (CCL); Mr. B. Austrie (Dominica Labour Commissioner); and Ralph Charles, 1st Vice President of the Seamen and Waterfront Workers' Trade Union of Trinidad and Tobago who had gone to Dominica to assist the union with the running of the seminar. The project was judged a great success by all concerned and the delegates strongly recommended that the union continue with regular education programmes for its members.

JAPAN

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Railway workers set objectives for coming year

The ITF-affiliated National Railway Workers' Union (KOKORO) of Japan recently held its 39th annual convention in Niigata City, at which the union renewed its commitment to fight for the restoration of basic trade union freedoms, especially the right to strike, and pledged itself to seek to influence the future development of the National Railways in a manner that would give the workers a proper say in the running of their own industry.

SWEDEN

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Unions prevent sale of Swedish vessels abroad

The Swedish Board of Trade has refused to allow ten Swedish vessels to "flag out" after Gunnar Karlsson, president of the ITF-affiliated Seamen's Union and a member of the Board's consultative group, which comprises representatives of the country's three maritime unions, the shipowners and the Board of Trade, vetoed their sale. The matter will now come before the Swedish parliament.

UNITED STATES

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Seamen's unions renew merger talks

The two leading seamen's unions in the US have decided to set up a joint committee by 1 October which will consider ways in which they can work together on issues of mutual interest and prepare the groundwork for an "eventual merger". The National Maritime Union and the Seafarers' International Union (both ITF affiliates) signed a joint memorandum last June, pledging themselves to form a single, strong union, the more effectively to represent the interests of seafarers at this difficult time.

SOCIAL AND INDUSTRIAL NEWS

BELGIUM

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Higher rates of pay for Belgian inland navigation workers

The ITF-affiliated Belgian Transport Workers' Union (RTB) has negotiated new rates of pay for its members in inland navigation, which came into effect on 1 September 1977. Skippers' rates of pay now range from 23,079 B frs to 33,859 B frs depending on size of vessel and type of navigation; certificated mates receive 24,589 B frs on vessels up to 1,000 tons and 25,022 on larger vessels and uncertificated mates 23,941 and 24,157 B frs respectively.

Able seamen have a salary range of 19,093 to 22,434 B frs depending on size of vessel and type of navigation and ships' boys with more than one year's service get from 17,499 to 19,438 B frs.

New rates also came into operation on the same date for inland navigation workers in pushboat and continuous navigation. Captains now receive a monthly rate of 37,051 B frs (excluding allowances). The corresponding rates for 1st mates are 33,596 and for second mates 31,623 B frs. ABs are paid 28,660 B frs.

CANADA

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Cabin attendants reach agreement with Wardair on new contract

With the assistance of a federal mediator the ITF-affiliated Canadian Air Line Flight Attendants' Association (CALFAA) has succeeded in reaching agreement with Wardair on a new one-year contract retroactive to 1 April 1977. The main feature of the new agreement is a 9.75% increase a top of the 19.13% award made in the last contract (the Anti-Inflation Board subsequently cut this back by 10%). Other improvements include: a scheduled duty time limitation of 14 hours under normal conditions, with the possibility of a one-hour extension in special circumstances; first flight attendant premium increased from \$4 to \$4.40 per hour; two additional statutory days' leave; improved grievance procedures, including the establishment of a four-man grievance committee, with provision for regular meetings with management; and a savings clause to protect the negotiated rates should they be cut back by the AIB and the Board be dismantled during the currency of the agreement.

DENMARK

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Union seeks improved conditions for employees of Spies Tours

The ITF-affiliated Danish Commercial and Office Workers' Union (HK) has submitted a list of claims on behalf of employees of Spies Tours. The union is seeking a minimum earnings guarantee of 29 kr per hour, a 40-hour week, payment for work on Sundays and public holidays, a cost-of-living allowance and overtime pay. Currently, the average wage of adult workers is between 3,600 and 5,000 kr per month, while 18-year-olds receive 2,500 kr (equivalent to an hourly wage of 15 kr. for a 42-hour week). The union has warned that if Spies Tours, which it accuses of offering cheap holidays at the expense of its underpaid staff, refuses to sign such an agreement, national and international support will be mobilized to halt its operations.

Ferry strike called off

A pay strike, which had increasingly disrupted Denmark's internal and international ferry services since the beginning of June and was threatening to cut off the easternmost island of Bornholm from the rest of the country was settled towards the end of August when the Folketing (Danish parliament) adopted legislation imposing a compulsory settlement based on an existing arbitration proposal of 18 August for concluding the Bornholm dispute. The existing agreements between the ITF-affiliated Danish Seamen's Union, which represents the ratings concerned, and the private ferry companies were extended until 1979, incorporating the changes agreed between the two parties.

GREAT BRITAIN

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Ships' officers reject pay offer

Negotiations on officers' pay have reached deadlock following the rejection by the four unions representing merchant navy officers (including the ITF-affiliated Merchant Navy and Airline Officers' Association and the Radio and Electronic Officers' Union) of the shipowners' renewed offer of a stage 2 pay increase of £4 on basic rates from 1 June when the current agreement expired. (An identical offer was turned down earlier this year - see ITF Newsletter No. 3/4 of 1977, page 24.)

Ratings submit claims

The ITF-affiliated National Union of Seamen has submitted a four-point claim to the National Maritime Board for a substantial increase on basic rates; consolidation of the phase two increase into basic rates for the purpose of calculating overtime pay; an increase in annual and compensatory leave; and improved captive time payments. Any award granted would take effect from 2 January 1978.

Trawlermen's union advises members not to sign further contracts for new Australian fishing venture

British trawlermen are being advised by the Transport and General Workers' Union (an ITF affiliate) not to sign further contracts for a new integrated catching, processing and marketing operation based on Albany, Western Australia, in order that further consultations can be held on certain clauses in the contract, notably those relating to pay, completion of the contract, conduct, injury and sickness, about which the TGWU has certain reservations. The union has stressed that it is not advising those who have already signed contracts that they should break them.

British United Trawlers has acquired a 50 per cent interest in the venture, which has proved an attractive proposition for trawlermen in the UK, who are faced with dwindling employment opportunities. The first factory trawler has already left Humber-side for Australia and two others are due to follow shortly.

Radio officers' union gives warning to Swedish Lloyd

The ITF-affiliated British Radio and Electronic Officers' Union has warned that industrial action may be taken against the two Swedish Lloyd vessels *Stellaria* and *Fragaria*, which are currently trading between Gothenburg and Tilbury (England) without radio officers, unless the company agrees to review its position in the light of the resolution on Safety at Sea adopted at the ITF's recent Congress in Dublin. The resolution expressed the readiness of seafarer affiliates to contemplate and endorse the appropriate industrial action if maritime administrations continued to permit infringements of the SOLAS regulations on the carriage of radio officers.

The two vessels concerned are the latest granted exemptions by the Swedish maritime administration from Regulations 3 and 6 of Chapter IV of SOLAS to operate in the Baltic and North Sea without radio personnel.

P & O ferry strike settled

A strike of officers on three P & O ferry vessels serving the Orkney and Shetland islands from Aberdeen (Scotland) was settled on 29 August after leaders of the ITF-affiliated Merchant Navy and Airline Officers' Association reached an agreement with the company under which certain of the men's demands would be implemented immediately, while further negotiations would be held on outstanding items in their block claim.

Mersey dockers accept stage 2 pay offer

Mersey dockers have voted to accept a stage 2 pay offer of 5 per cent backdated to 1 May. Liverpool was the last British port to accept pay increases in line with government policy on pay norms.

GREECE

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Strike on cruise vessels is averted

A threatened strike of Greek cruise crews organized in the ITF-affiliated Greek Seamen's Federation (PNO) was averted at the end of last month when the cruise shipowners agreed that the recommendations of the Minister of Mercantile Marine, which had terminated a long and difficult strike in November 1976, should form the basis of a new working agreement on which the union would be able to found its claims for further improvements at the end of this year, when the current pay and conditions agreement expires. Earlier, the owners, who had already implemented the Ministerial proposals, had shown themselves reluctant to recognize the government award as a formal agreement between the two industrial partners.

For details of the 1976 strike settlement see ITF Newsletter No, 12, 1976, page 134.

GREENLAND

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Radio personnel end strike

Radio officers, radio sonde personnel and telecommunications technicians stationed in Greenland, who belong to the ITF-affiliated Danish Radio Officers' Association, were obliged to call off a 19-day-old strike on 25 August when the Folketing (Danish parliament) adopted legislation extending each of their collective agreements, together with certain changes agreed between the two parties, to 31 March 1979. The union was given until 1 October 1977 to settle the issues still in dispute, with the possibility of further procedures being called into play should this prove impractical by that date.

The union has expressed its disappointment at the unsatisfactory outcome of the strike. For the central issue in dispute, namely that all workers in Greenland, both natives of Greenland and Danish nationals working in the country, should receive the same rate of pay for the same job, remains unresolved. The union's demand for the introduction of a special Greenland allowance for Danish nationals was also not met.

TURKEY

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Railwaymen call strike

The ITF-affiliated Turkish Railway Workers' Trade Union Federation has informed us that negotiations on a new collective agreement for their members with the State Railways have reached deadlock. The union has given notice of strike action and management has retaliated by threatening a lockout.

UNITED STATES

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East coast dockers launch selective strike

At 00.01 on 1 October, dockers belonging to the ITF-affiliated US International Longshoremen's Assoc. (ILA) launched a selective strike against container, roll-on/roll-off and LASH vessels calling at Atlantic and Gulf ports following the breakdown of contract negotiations with the employers under the guidance of federal mediators. The talks foundered when the employers' organization (CONASA) refused to allow an ILA demand for a clause stipulating a guaranteed annual income for working containerships to be written into the new master contract, which the ILA was seeking to negotiate. No immediate steps are expected on the part of government to halt the strike. Meanwhile both sides are holding themselves in readiness for renewed talks.

In a significant move, the presidents of the east and west coast dockers' unions put their signatures on 16 September to a Mutual Aid Agreement, in which they pledged themselves to respect legally-established picket lines in a bona fide dispute with a common employer over wages, hours, working conditions, containerization and container related issues.

New contract for Eastern Airlines' flight attendants

Shortly before a strike deadline, agreement was reached between the ITF-affiliated Transport Workers' Union of America and Eastern Airlines on a new 25-month contract for the company's flight attendants. The package provides for pay rises totalling between \$210 and \$386 per month over the life of the agreement, with incentive pay being boosted from \$3.48 to \$6.61 per hour over the same period. (Further increases will be payable should the airline show improved profits during the currency of the agreement.) Two important features are the introduction of severance pay for flight attendants of between two and twelve weeks' pay depending on length of service and the payment for the first time of a night work supplement of 25 cents per hour for each hour flown between 1800 and 0600.

Other improvements include: parity with pilots on expenses; addition of 45 days' leave for stewardesses with 25 years' service; the option to fly until 65; new crew complement provisions; improved sick leave; maximum life insurance cover increased to \$35,000; and improved retirement benefits, the superannuation scheme to become non-contributory from 2 July last.

Transport workers sign first contract for Northwest Airlines' dispatchers

The ITF-affiliated Transport Workers' Union of America recently signed a new three-year agreement, the first-ever, for dispatchers and operations planners with Northwest Airlines. The contract, which is backdated to 1 July of last year, runs until 1 July 1979. Rates are increased three times under the agreement: - by

7.62% on 1 July 1976; 7.96% on 1 July 1977; and 6.6% on 1 July 1978, giving a salary range for dispatchers (assistant dispatchers' rates are given in brackets) of \$1,782 (\$1,203) to \$2,600 (1,505). Other gains include: improved retirement benefits, better hospital and dental insurance arrangements.

ERRATUM
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The following correction should be made to the Daily list of Speakers and Decisions for Thursday, 28 July, which was annexed to Newsletter No. 8, 1977:

on page 5: delete lines 7 to 10 and replace by the following text:

The President informed Congress that in accordance with Rule VI, para 3, of the ITF Constitution, the Executive Board had unanimously agreed that, in addition to the President, the three Vice Presidents, S. Weighell and the General Secretary, the Management Committee should be composed of L. Buonaccorsi, H. Frieser and J. Peterpaul.

NEWS IN BRIEF

Qantas weekly flights to South Africa from Perth, Western Australia, were suspended at the end of August when crew members refused to operate them after the withdrawal of a stopover in Mauritius. The service is not expected to resume until early next month.

The four major trade union confederations in Colombia staged a one-day general strike on 14 September to back demands for pay rises commensurate with rises in the cost-of-living. The unions are also seeking a minimum wage for transport workers, full union rights for workers in the public sector and an eight-hour working day. They would also like to see a price freeze introduced.

French air traffic controllers decided to extend a 10-day work-to-rule imposed in support of claims for updated equipment and improvements in pay when the government showed no signs of a willingness to negotiate.

Air traffic control assistants in Great Britain are staging an indefinite strike to force implementation of a 17 per cent pay deal, which has been delayed for two years by government incomes policy. The assistants' original blacking of a computer at the centre of the dispute (the pay award was made in recognition of the fact that introduction of the computer made the job a technical rather than a merely clerical one) led to three of their number being suspended. Their union, the Civil and Public Services Association, immediately imposed a total strike, which it is hoped will bring economic pressure on the government and the Civil Aviation Authority to effect a satisfactory settlement.

Italian railwaymen struck on 22 September in protest at changes in their working conditions. They are also seeking a reform of the state railway system.

The ITF extends heartiest congratulations to its affiliate, the Norwegian Ships' Engineers' Union on the occasion of its 75th anniversary.

Pilots with the Portuguese national carrier TAP called off a four-day-old strike on 19 September following two days of intensive negotiations between their union officials and representatives of the airline. It would appear that most of the pilots' demands in a protracted dispute over pay and conditions have been conceded, including a request for the reinstatement of two senior TAP pilots dismissed for refusing executive jobs. The pilots' international, IFALPA, furnished financial assistance during the stoppage and gave moral support to their Portuguese colleagues by boycotting the country's air space on 21 and 22 September. TAP pilots are reputed to be among the worst paid in the world, having received no increases in pay for some five years.

Members of the South Pacific Forum, which include Australia, New Zealand and the ten independent or self-governing South Pacific island nations, have agreed to declare a 200-mile fishing zone, where possible, by 31 March 1978.

Earlier this month, Spanish air traffic controllers stepped up a go-slow that had lasted for over a year in support of demands for a transfer from military to civilian status, the replacing of outdated atc equipment, shorter working hours and an increased workforce. The action was called off when the government promised that their demands would be met in a series of regulations which would be implemented immediately they had been approved by the cabinet.

Spanish railway workers staged a two-hour total strike on the RENFE network on 22 September in support of demands for a bonus payment and other benefits.

PERSONALIA

Erik Bording was unanimously confirmed as the president of the Danish Transport and General Workers' Union (SID) at the union's recent Congress. He had been acting president of the union since the retirement of Ejler Sønner on health grounds. Knud Ellegaard, chairman of the transport group, was elected vice-president.

Hans Ericson, a member of the ITF Executive Board, was unanimously re-elected president at the recent Congress of the Swedish Transport Workers' Union.

Sam McCluskie has been elected assistant general secretary-Treasurer elect of the British National Union of Seamen. He will succeed Roy Arnold, who retires at the end of November 1977.

Harry Jensen, former chief treasurer of the Norwegian Transport Workers' Union, has died, aged 69.

LATE ITEM

Merchant navy officers' union agrees on strike ballot (see item on page 85)

The Council of the ITF-affiliated British Merchant Navy and Airline Officers' Association has decided that a ballot of merchant navy officers should be held, with a recommendation for industrial action, if an approach to the Department of Employment on the question of improving officers' pay does not yield the desired results. Ballot papers will not be distributed until the attitude of the DoE to the matter is established.

Meanwhile, the executive council of the ITF-affiliated Radio and Electronic Officers' Union has said that although it had been mandated to consider further action on the officers' pay claim it would await the result of the proposed meeting with officials of the Department.

FORTHCOMING MEETINGS

Radio Officers - London, 26 November 1977

Civil Aviation Section
Conference - Geneva, 5-6 December 1977

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

Supplement No. 1 to ITF Newsletter No. 9 of 1977

ITF FLAG OF CONVENIENCE CAMPAIGN NEWS
=====

Action by UGT in Las Palmas leads to back pay agreement

Action by members of the Energy Industry Workers' Federation of the Unión General de Trabajadores de Espana against the Liberian flag bulk carrier CAPE PACIFIC when it arrived in Las Palmas, Canary Islands, on 28 August subsequently led to the calculation of \$40,250 arrears of overtime pay while the ship was discharging cargo in Rijeka, Yugoslavia. The ship, with Spanish crew, has been under agreement with the ITF since December 1976. Further claims with respect to compensation for early termination of employment and other outstanding points are still being negotiated between the ITF and owners, Brodin Shipping AB of Sweden.

A sister ship, the Liberian flag CAPE PALMAS, was detained by court order in Burnside, Louisiana, USA, on 16 July. Owners deposited a bond and the ship was allowed to sail. Agreement was finally reached while the vessel was in Beaumont, Texas, on the amount of \$57,450 arrears of overtime pay due to the Spanish crew.

In another action, the Transport Workers' Federation of the UGT had been holding the Panamanian registered MARLIN II in Huelva since early August. Apart from \$18,271 arrears of wages owed to the former African crew members, claims have been entered on behalf of the existing crew, the majority of whom are Spanish. Further claims against the ship exist on behalf of the French Fédération des Syndicats Maritimes, CGT, from earlier in the year when it was detained in Nantes but subsequently broke out with only three men on board (the vessel is of 4410 grt) and, despite being pursued by a French naval vessel, reached international waters before it could be apprehended. The Spanish maritime authorities also ordered the MARLIN II to remain in Huelva until repairs had been carried out to make it seaworthy and until it was completely free of infestation. The ship was subsequently given a one-voyage certificate by the American Bureau of Shipping to unload its cargo of cement in Algeria and return to a Spanish Mediterranean dry dock for a full survey. The UGT negotiated special conditions for this return trip to Algeria.

OeTV assists crews of KAYODE BAKARE AND St. RAPHAEL

The ITF-affiliated German Transport and Public Service Workers' Union (OeTV) has undertaken recently two particularly successful actions against vessels operating under convenience flags. In the first of these, the Panamanian-flag KAYODE BAKARE was held in the port of Bremen during July and August where, after negotiations lasting some three and a half weeks, the union secured ITF rates for the 22-man Nigerian crew. The crew had been engaged in Lagos by a shipping agency which had promised them jobs on a new vessel flying the Nigerian flag. But when they reported for duty in the Greek port of Piraeus they found a rusting 21-year-old Panamanian-flag steamer awaiting them. Rates of pay were poor-- for example, an AB was receiving 416 DM per month, with an hourly overtime rate of 1.69 DM. (The corresponding ITF recommended rates are 1,221 DM and 8.97 DM.) Of this, only 30 per cent could be drawn immediately; the remainder was to be paid out in Lagos in local currency.

The Singapore-flag tanker St. RAPHAEL (90,000 dwt), manned with Polish officers and Spanish ratings, arrived in Hamburg towards the end of September. Action on the crew's behalf by the OeTV quickly led to the owners entering into an agreement with the ITF in which they agreed to bring the rates of pay on board up to the levels stipulated by the Federation. This resulted in a back pay settlement of \$85,000, an increase of some 60 per cent in the rates paid to the crew. The ship is managed by the London-based firm Nautconsult, a subsidiary of the Hamburg - SÜD group.

The ITF has pledged full support to the OeTV in their fight against German shipowners, who are trying to side step legitimate crew demands for a 40-hour week and more leave by "flagging out".

LATIN AMERICAN UNION BOYCOTT OF CHILEAN NAVY TRAINING VESSEL
"ESMERALDA"

The Chilean Navy training vessel "Esmeralda" is being subjected to a highly successful campaign of harassment by the unions in Latin America that has severely disrupted its sailing schedule during a nine-month training cruise for Chilean navy officer cadets. Campaigns of public information have drawn attention to the fact that the vessel was used after the 1973 coup as a prison ship in which political and trade union leaders were incarcerated, tortured and executed, and vigorous requests have been made to the port authorities in a number of Latin American countries that the vessel be refused anchorage facilities at its proposed ports of call. As a result, the Esmeralda has been denied permission to enter the harbour of La Guaira (Venezuela), Cartagena (Colombia), Port Limón (Costa Rica) and Colon and Balboa (Panama).

Numbered among the ITF-affiliated transport unions that have been prominent in the campaign are the Colombian Merchant Seamen's Union and the National Federation of Colombian Port Workers (FEDEPUERTOS), the Panama Federation of Inland Transport, Civil Aviation, Maritime, Port and Allied Workers (FITTAMPS) and the Transport Workers' Federation in Venezuela.