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cc V. Smith
D. Pontine

J-M London
HG/ML/P.507

19th April 1967

D.T. Colton,
J-M New York

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Asbestos Fibre Dust Problems

We are keeping you fully informed, usually through Richard Janes, of the progress of the problems encountered on the above subject.

Richard will send you copies of the Minutes of the latest meeting which summarise most of the points discussed.

Whereas in the first meeting which, as you will remember, Johns-Manville was largely responsible for calling, it was decided that no official or formal body should be formed to represent the Asbestos Fibre importers and distributors, at this latter meeting it was decided that it was becoming almost imperative that such a body be formed. One of the main reasons for this decision was of course that many Government bodies are getting involved in these different problems and it is essential that they should be able to communicate with a properly organised committee. Up to the moment Michael Brazier of A.A. Brazier & Co. and Richard Gaze from Cape have been representing the interest of the Group and more latterly Michael Brazier and Mr. Lewis from Cyprus Asbestos Organisation. It is now however quite necessary that there should be a properly set up organisation.

You will note from the Minutes that Michael Brazier has been getting involved in considerable expense as a result of his activities and we have been requested by the Chairman of the Organisation to send £10 to help defray the initial costs. This we have already done. There is no doubt however that to properly combat the large amount of propaganda, not all of it accurate or well informed, it's going to be necessary to issue some form of contra propaganda and in this respect one or two of the people, largely triggered off by Turner & Newell, are having discussions with publicity consultants. I suppose it will only be a matter of time before Johns-Manville, along with other members, will be requested to contribute some fairly well worthwhile amount of money and this is to advise you in plenty of time so that you may give the matter a thought and decide how you would like this handled and to what extent you feel the Company should be prepared to pay. I feel sure under the circumstances you will probably want to take this as a cost for International.

We will of course keep everybody there informed of any further moves.

HUGH GREHAN



cc: W.E. Lehmann - J-M New York
A.L. Cini - J-M Milan and Paris
W.R. Janes - J-M London

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J-M (G.B.) LTD.
LONDON

WRJ/457/SC

19TH MAY, 1967.

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D. POUTIATINE
J-M INTERNATIONAL
NEW YORK.

D. POUTIATINE
A.F.D.

MAY 25 1967

re: A/F DUST, FIBRE

Attached copies as listed below received in this office this morning.

Will you please copy and pass to all concerned at your end.

Your observations would be welcome.

Asbestos Fibre Importers Committee letter 18th May.

The London Ocean Trade Employers Assoc. Ltd., Circular 17th May.

Minutes of Meeting held Friday 13th May.

.....
W. R. JAMES

c.c. D.E.Holson - AFD Canada
D.L.Honroe - " "
H.Grehan - J-M Int.

WINDY HOUSE - 115 GERRARD ROAD - LONDON N14 - TEL: FOX LANE 1318

10th July 1967.

Dear Sir,

Enclosed are the minutes of our recent meeting which I trust you will find in order. I am also enclosing a copy of a circular from the London Cash Trades Employers Association which you will no doubt find of interest.

I have just learned the result of the National Joint Council meeting which was held yesterday, and which unfortunately is not very satisfactory from our point of view. The result can best be summarised by the cable which I have just sent to the Quebec asbestos Mining Association, which reads as follows:

"TRANSCOMIN FOR QAMM

NATIONAL JOINT COUNCIL OF PORT EMPLOYERS AND UNIONS
YESTERDAY DECIDED THAT THEY WOULD ADVISE FOUR TO
FIVE DAYS DELAY TO FURTHER DELIVERIES OF UNPACKED
BULKED CARGO BUT THAT AS SOON AS IS PRACTICABLE
ALL SHIPMENTS SHOULD BE PALLETISED AND COVERED STOP
MEETING ALSO ASKED THEIR JOINT SECRETARIES TO MEET
WITH OUR IMPORTERS COMPLETED FOR FURTHER DISCUSSIONS STOP
LONDON UNIONS INDICATE PALLETISED CARGO REQUIRED
LATER JULY THIRTYFIRST BUT NJC DECISION MAY ALTER
THIS DATE STOP NATIONAL PRESS CONFERENCE ARRANGED
FOR TOMORROW STOP

As soon as I have any further information I will of course advise you.

Yours faithfully,

Secretary.

THE LONDON OCEAN TRADES EMPLOYERS ASSOCIATION LIMITED

EXECUTIVE COMMITTEE
R. G. T. DEAR A. J. JEFFERY
W. E. COOK J. E. KILGUS
L. R. DUGGAN M. H. PEARCE
R. H. HAMPSON J. C. TAYLOR
J. HOVEY T. D. WALLIS

SECRETARY:
D. L. BENNETT

75-79 Manby Street,
LONDON E.1.
Telephone: 01-481 2617

17th May, 1967

BD

Dear Sir,

Asbestos - New

Further to my letter of 21st April, I now have to advise you that a letter has been received from the Transport & General Workers' Union which reads as follows:-

"At a meeting of the Ocean Shipowners Lay Committee, it was decided because of the many complaints from our members handling Asbestos within the Ocean Trades, this to include the new pack in block stowages.,

'To advise our members that from Monday 11th July 1967, unless Asbestos previously transported in bags, is packed in Daseproof Containers, or where Asbestos has been taken out at another Port, but loose remains on other cargo, not to handle that cargo, or this commodity.' "

When this position was noted at a meeting of the London Ocean Trades Group Joint Committee, the National Amalgamated Stevedores & Dockers' representatives associated their Union with it.

Yours faithfully,

D.L. BENNETT
Secretary

DLB:mb

As a result of the work of the C-1000 (Cross-Department and Unit(s)) and
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in the past to the fact that the ship had samples of filled bags of the different types of laminated bags.

3. In regard to the current position as known at the various ports as follows:

PORT: The ship has accepted only. Damage had been reported as occurring at the loading port in South Africa and where possible this had been repaired before being loaded onto the ship. Even so it is estimated that about one-third of the cargo is badly damaged, mainly at the corners. The pallets are not loaded completely vertically and during unloading a pile of a catcher on another protruding pallet. However, the dock is very happy with the pallets.

WILMINGTON: Working not very well for me is know. Five and two 20 ton local containers handled with no trouble.

LONDON: Canadian Pacific has working bagged cargo normally but with a restriction of 500 tons of pressure packed asbestos only on each steamer. A Canadian ship has been unable to unload any asbestos and had returned to Montreal with the asbestos still on board. Dr. Lawrence-Smith and others had visited the ship but had been unable to persuade the ship to work the asbestos cargo. Two 20 ton containers of asbestos had been received as a trial with no trouble, although the Shipping Agents had indicated that they did not think paper bags should be used in them. There had been a loss of cargo caused by the bolt heads etc. on the inside of the container doors.

NEWCASTLE and LOWESTOFT: No news.

BERMINGHAM: Was thought to be still open.

HULL: Cargo understood that only covered pallet loads would be accepted.

BRIDLESMOUTH: Still handling Asbestos, but probably not diverted ships.

BERKELEY: Still handling, but if the Asbestos is for destination outside their normal area, then documents should not show in any way that it should have gone to another port.

LEITH and GLASGOW: Not handling Asbestos.

GLASGOW: Handling bagged cargo normally a few days ago.

LIVERPOOL: Now only handling on pallets with "carbon black" pack, i.e. cardboard covered pallets.

BRISTOL: Working not very well but with warnings from Port Managers that any large increase in tonnage might cause trouble.

STANTON: There has been confused reports regarding the position here, although a steamer has been unloaded recently but the future was still uncertain. The Doctors' report had proved useful. Shipping companies from South Africa had said they would only accept asbestos on covered pallets. Bristol City Line are prepared to accept 500 tons of pressure packed Asbestos in jute laminated bags on the next steamer, providing block storage is possible, to ascertain the dockers reaction.

DUBLIN: The "ADVENTURER" which had been due to unload in Liverpool had been diverted to Dublin for unloading. It is understood the Dublin dockers were upset about this and may not work asbestos in future.

5. The Sub-Committee was authorized to attend any meeting they had called to discuss the problem of publicity and public relations connected with the strike and also, where appropriate, in the performance of any other duties connected with the conduct of the strike. The Sub-Committee was authorized to obtain information and make a decision on the need for, and the necessity of, the Ministry of Labour's intervention and the Government's policy. This pamphlet could be circulated to all my good friends, including members in so far as possible; copies could also be sent to the press and to the leading contractors. The Secretary of the Port's players association at each British port would also receive copies and the offer of further supplies if required. The Trade Union was asked to help in the distribution of these pamphlets in London but the N.A.S.B.U. were not being co-operative in this respect.
6. The Sub-Committee was authorized to attend any meeting that might be called to discuss the formation of a national and the association covering all elements of the transport industry. The proposed Constitution was briefly discussed but it was agreed that members should state their views on this to the Executive Committee by 15 days. Any decision and any action should then be circulated prior to the next meeting. The Executive Committee stated it was essential for some pamphlet to be produced and that the Committee it was agreed that this should be headed "Amateur Sports Supervisors Committee". The Minister was authorized to have some printed.
7. It was agreed that the Sub-Committee should continue to act in any further meetings and negotiations.
8. There was a proposal to make of sending to the Cape Asbestos Company limited for the use of similar facilities.

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