The Townsend Thoresen car ferry Viking III crowded with passengers transferred from the liner France off Le Havre yesterday, after the crew had refused to take the liner into port.

**Liner ‘mutineers’ ready for siege**

By ANNE SINGTON in Le Havre

The 88,348-ton liner France was completely blocking the main channel into Le Havre last night, and her striking crew threatened to keep her there until the Government promises to reconsider plans to scrap her.

As the 1,022-foot liner lay two miles offshore at No. 9 buoy, the 1,396 passengers from New York transferred to the Townsend-Thoresen car ferry Viking III to be brought ashore.

French maritime authorities could not say yesterday whether the crew — principals of Cote, Peter's appeal on the ship's closed television circuit to take her into ports on consular registry or legitimate strike action —

There were emotional scenes yesterday as passengers made their way across the narrow gangway set up between the France and the Viking III, carrying baggage and suitcases.

"The whole crew was bashing on the portholes," said Mrs. Grace Cunningham of Philadelphia. "I just like crying."

She and her husband, a skilled manufacturer, had made the crossing for the sake of the voyage in France and were due to be straight back to the United States.

**Union demand**

Union leaders had boarded the vessel at Southampton and persuaded their men when the crew halted the ship off Le Havre on Wednesday night. There were either no regrets for the trip, due to be withdrawn from service on October 25, or a guarantee of ‘ferry jobs’ for all who served aboard.

The crew's new ferry contract for vessels up to 300,000 tons, but they are currently on strike against a new clause prohibiting them from joining another party if the situation remains unchanged.

According to disembarking passengers who arrived the 396 crew for the peaceful way they conducted their rebellion, they had food for a week, and were ready to wait out the Government.

Their action has been carefully planned and instructions were received in three coded messages from union leaders where they were at.

Printed cards were distributed to passengers, apologising for the "unusual" end to the trip.

"This is our last and we'll change to keep the ship in service."