



# THE DISPATCHER

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SoCal unions celebration Labor Day  
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(Top from left to right:) Newly elected PCPA President Greg Mitre; Jhon Jairo Castro, President of the Buenaventura chapter of the Portworkers Union in Colombia receives an ILWU jacket from PCPA Vice President George Cobbs; Bottom from left to right: New PCPA officers and Executive Board members are sworn in; ILWU President International Bob McEllrath, former ILWU Canada President and pensioner Tom Dufresne and PCPA President Rich Austin were among the scores of delegates and guests who attended the demonstration at Whole Foods in San Francisco.

## Pensioners Convention meets and takes action in San Francisco

Over 200 ILWU pensioners, spouses and guests gathered in San Francisco for the 48th Annual Pacific Coast Pensioners Association (PCPA) convention on September 6-9. This year's convention looked ahead to the upcoming Presidential election, discussed the need for single-payer health care in the United States and learned about long-term care insurance.

Delegates heard about the struggle by dock workers in Colombia for fair wages and safe working conditions. On the convention's second day, delegates demonstrated at a local Whole Foods store in solidarity with Sakuma Farms workers in Washington State who are fighting for union recognition and a fair contract.

### President's report

In his PCPA President's report, Rich Austin announced that he

would not be running for re-election. Austin recapped his last year of activity – highlighted by 10 months serving as the pensioner representative on the Longshore contract negotiating committee. Austin said that in 2013, the PCPA passed two resolutions that eventually made it to the negotiating table. The first was to increase benefits for people who retired prior to 2002. The other was to restore the Survivors' Pension Benefit for survivors of pensioners if their marriage took place after retirement.

"We did pretty good on raising pre-2002 pensioner and surviving spouse benefits, but we need to do more work if we hope to achieve the restoration of benefits provision for post-retirement marriage survivors," Austin said.

Austin also threw his support behind presidential candidate Bernie Sanders who is running for the Democratic Party nomination. "If for some reason he is not on the ballot next year, I will write him in. I will

never again waste my vote on a free market, corporate-controlled neoliberal just because he or she claims to be a Democrat."

### ILWU speakers

Austin conveyed a central tenet of the PCPA; maintaining a productive relationship with the active ILWU members, the ILWU leadership, and providing assistance and support when called upon. Many active members of the ILWU know that pensioners are a valuable asset to the organization and provide consistent support through the PCPA. The convention heard from several ILWU speakers, starting with ILWU International President Bob McEllrath on the convention's first day. International Vice Presidents Ray Familathe and Wesley Furtado and International Secretary Treasurer Willie Adams also addressed the convention. Local 13 President Bobby Olvera Jr. and Local 94 President Danny Miranda also spoke and

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Postmaster: Send address changes to The Dispatcher, 1188 Franklin St., San Francisco, CA 94109-6800.



**Fighting back in Washington:** Former House Majority leader and past Presidential candidate Richard Gephardt is helping the ILWU fight back against anti-union attacks in Congress. Several troubling legislative proposals would interfere with the collective bargaining process between the ILWU and the Pacific Maritime Association. One bill, the Ports Productivity Act, would require the government to monitor productivity and gather statistics on longshore workers. Another bill would expand the power of state governors to meddle in the collective bargaining process (see the July/August 2015 issue of the Dispatcher).

In September, Dick Gephardt (left) met with ILWU International President Robert McEllrath and members of the Longshore Legislative Committee to receive an update on efforts to defeat anti-worker bills. The Longshore Legislative Committee will have an ongoing presence in Washington as they work with Gephardt and the ILWU's Legislative Office. Committee members will meet with members of Congress to explain why these measures are bad for workers and ports.

September 2015

## NOTICE TO ALL ILWU-REPRESENTED EMPLOYEES, ILWU MEMBERS, FINANCIAL CORE NON-MEMBERS AND NEW HIRES

This notice applies to all ILWU-represented employees, ILWU members, nonmembers and new hires working in an ILWU bargaining unit, including members and individuals who happen at any time to become financial core members by any means, including by choice, suspension or expulsion from union membership in any local or division affiliated with the ILWU, for the one year period following the date of this notice or until such time covered by a later notice of similar kind.

The information contained herein applies to ILWU International per capita and, for those working in the Longshore Division, the ILWU Coast Longshore Division Pro Rata fees or payments of any kind under a union security clause. This notice also applies to local dues and fees paid to any affiliated ILWU locals or divisions, except those affiliates who have chosen not to be covered by this notice and have issued their own separate notice under their own separate policies and procedures. (Accordingly, this notice shall be superseded by any other notice issued by any affiliated ILWU local or division with respect to its dues and fees.)

Please be advised that individuals working under a union security clause contained in a collective bargaining agreement, notwithstanding the specific provisions of such clause, are only required as a condition of employment under such clause to pay uniform dues and any required initiation fees and may, by writing to the ILWU Secretary-Treasurer, or to their local ILWU secretary-treasurer, resign or decline union membership and choose to become a "financial core member" at any time. Such "financial core members" are deemed to be in compliance with any union security clause, regardless of any specific wording to the contrary, so long as they timely pay all regular and periodic financial core dues or fees properly charged by their bargaining representative as explained herein.

Please be advised, however, that financial core members deprive themselves of the valuable rights of union membership in the ILWU and their ILWU local or division. A financial core member does not have the right to vote, nominate for office, hold office, or be a candidate for office in the ILWU; nor may he/she participate in or even attend ILWU meetings or any functions of the union that are limited to union members. In addition, a financial core member has no right to vote on dues increases or on contracts submitted to the membership for ratification. These rights and privileges of union membership are accorded only to union members in good standing.

Nevertheless, financial core members are still legally required under a valid union security clause to pay to their union for the costs related to collective bargaining, contract administration, grievance adjustment, and union organizing of establishments within competitive markets of ILWU-unionized employers, and other activities reasonably related to the effectuation of the union's representational duties (hereinafter called "chargeable activities"). However, union expenditures for non-representational activities such as political activities, lobbying (hereinafter called "nonchargeable activities") - activities which most workers know help build a better climate for us all in bargaining with employers and in securing fundamental worker rights - may not be charged to financial core members who file timely objections.

For calendar year 2014(which is the most recent audited year), the financial review has confirmed that no more than 11% of all ILWU International's expenditures were for nonchargeable activities. While each ILWU local and division may have different percentages of nonchargeable expenditures, financial reviews and practical experience confirm that the nonchargeable percentage for ILWU locals and the ILWU Longshore Division is significantly lower than that for the ILWU International. Nevertheless, those ILWU locals and divisions covered by this notice will not collect or seek to collect financial core fees greater than that based on the nonchargeable percentage of 11% stated above for the ILWU International for the applicable collection period herein or until such time as such local issues a separate notice.

The ILWU International Executive Board and the ILWU Coast Longshore Division have adopted the following Procedures on Financial Core Members Objecting to Nonchargeable Expenditures (hereinafter called the "Procedures"). Under the Procedures, a financial core member of any affiliated ILWU local and division has the right within an applicable 30 day period of time to object to expenditure for nonchargeable activities of his or her local dues paid to the ILWU local and the per capita paid to the ILWU International, as well as any division pro rata fees paid to the ILWU Coast Longshore Division. In the event a financial core member perfects such objection, he or she shall receive either the appropriate monthly reduction or an advance rebate of a portion of local dues, division pro rata fees and per capita reflecting the ILWU International's nonchargeable percentage of 11% stated above.

Under the Procedures, an objection by a financial core member must be made in writing and post-marked within 30 days from the date of this notice or the date of becoming a new hire or a financial core member under an ILWU union security clause and receipt of this notice, whichever is later, and addressed to the ILWU International Secretary-Treasurer, 1188 Franklin Street, 4th Floor, San Francisco, CA 94109. To be valid, the written objection must specify the objector's name, address, social security number, current wage rate, the name of his or her employer and the name of the local union or division which represents the objector. A written objection must be timely in order to be valid. Without waiving the 30-day filing period with respect to other notices of this type, please be advised that under this notice only, objections filed by current financial core members will be deemed timely if postmarked on or before November 1, 2015. Individuals who after the date of this notice become new hires or financial core members may file an objection within 30 days of the date they become a new hire or financial core member or receive this notice, whichever is later.

Unless changed by a later notice, those financial core members and new hires who file timely objections will not be charged from the date they file a timely objection through November 1, 2016 for expenditures related to nonchargeable activities based on the applicable percentages noted above and also will be provided detailed, independently verified financial information concerning the breakdown between chargeable and nonchargeable expenditures of the ILWU International, the ILWU Coast Longshore Division (if the objector works in the Longshore Division) and of their ILWU local (if covered by this notice as explained herein). Objectors will also be given an opportunity to file, within 30 days of receipt of such financial information, a challenge to the amount and calculation of any such nonchargeable expenditures and percentages, as well as an opportunity to have such a challenge resolved, if not voluntarily settled, through expeditious arbitration before a neutral arbitrator selected by the American Arbitration Association (AAA) in proceedings conducted under AAA Rules applicable to objections to agency fees. Please also note that the amount or portion of financial core fees pending the period for filing any objection and challenge as well as the amount reasonably in dispute pursuant to any challenges will be kept in an interest bearing escrow account pending resolution of such challenges. Objectors who file challenges will receive any amount that may be determined to be owed them, plus accrued interest, pursuant to these Procedures.

It is important to know that the vast majority of ILWU represented workers believe that the little extra in dues for maintaining union membership and enjoying all the valuable benefits of full participation in the governing of the ILWU, and the negotiation of working conditions is quite a bargain. For a few cents more each week, union members enjoy all the benefits of membership in the ILWU. We sincerely believe that after careful consideration, new hires and financial core members too will agree that becoming and remaining a union member makes the most sense. If you are not a union member already but are eligible for membership under your Local's constitution and rules, please contact your ILWU local to join the ILWU.

This notice may be superseded or amended by later notices as issued by the ILWU, the Coast Pro Rata Committee or affiliated locals and divisions of the ILWU.

(rev. Sep 2015)

## DISPATCHER

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# SoCal unions celebrate Labor Day in the Harbor

The Los Angeles Harbor Coalition's Labor Day Parade attracted several thousand union workers, family members and community supporters. The annual parade and picnic started just a few blocks from the Local 13 dispatch hall and ended at Banning Park in Wilmington for an all-day barbecue and picnic. It is the largest Labor Day celebration on the West Coast.

The parade was led by the Southern California Pensioners who rode on a flat-bed trailer and tossed candy to

children who lined the streets to watch the march.

Hundreds of union members marched together with their local union. ILWU members, nurses, teachers, Teamsters, Building Trades and other workers marched together and were joined by local high school marching bands, cheer squads, color guards, classic cars and motorcycle clubs to celebrate the working men and women who built this country and keep it running.

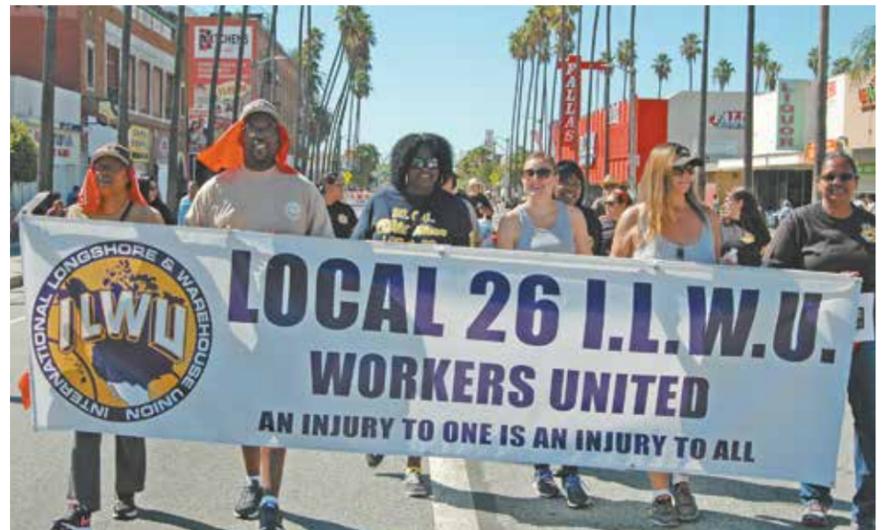
The day began with a free breakfast of burritos, coffee and juice at the Longshoremen's and Warehousemen's Memorial Hall sponsored by the So Cal Pensioners Club. Over 1,500 breakfast burritos were distributed. The ILWU

welcomed elected officials and candidates currently running for local, state and national office in the upcoming election. Candidates were each given a few minutes on the mic at the Memorial Hall to address the crowd as they enjoyed their breakfast.

Local 13 President Bobby Olvera Jr. spoke at the picnic about the importance of rank and file democracy to the strength a vitality of unions and the labor movement. "Leadership comes from the body of your union, not from someone who has been in office for 30 years and has never broken a sweat" he said. "Take control of your future. The strength of labor comes from us, the workers."



Local 13 President Bobby Olvera, Jr. spoke at the Banning Park picnic in Wilmington. He said that the rank and file members were the strength of the labor movement.



# Pensioners Convention meets and takes action in San Francisco

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Local 63 President Joe Gasperov was in attendance.

## Preserving labor history

Connor Casey, Labor Archivist from the Harry Bridges Center for Labor Studies at the University of Washington, spoke about the importance of preserving the history of working people for current and future workers, historians and students. Casey told the delegates about the various resources available to individuals and locals to help them preserve important union records, correspondence and other materials that will be an invaluable resource in preserving the experience and voice of the working class.

Labor historian Ron Magden also spoke at the convention. He talked

about his ongoing oral history project with historian Harvey Schwartz to record video interviews with ILWU pensioners. They conducted several oral histories during the convention.

ILWU Archivist and Librarian Robin Walker and Schwartz led delegates on a Monday afternoon labor history tour of San Francisco. They visited important historical sites from the 1934 strike along the Embarcadero, toured the Jimmy Herman Cruise terminal and toured the ILWU International offices on Franklin Street.

## Time out for activism

On Tuesday morning, PCPA delegated showed that their slogan, "Retired from the job, not the struggle," is more than just words on a banner. Scores of delegates marched

two blocks up to the local Whole Foods market for a solidarity demonstration in support of workers at Sakuma Farms in Washington State who are fighting for union recognition.

Farmworkers are promoting a boycott of Driscoll's Berries, the label that distributes fruit harvested at Sakuma Farms. Over 40 pensioners along with ILWU International and Local union officers, including ILWU International President Bob McEllrath, International Vice President Ray Familathe and Local 13 President Bobby Olvera, Jr. marched into the produce section of Whole Foods for a spirited rally. The demonstration was well received by shoppers who asked questions about the boycott. Rich Austin spoke with the Whole Foods manager who said

she would raise the issue with her regional manager.

## Featured speaker

Jhon Jairo Castro, president of the Buenaventura chapter of the Portworkers Union in Colombia was the convention's featured speaker. Castro has worked as a longshoreman and labor rights organizer for more than 11 years. He discussed his experience as an Afro-Colombian labor leader in one of the deadliest countries in the world for trade union activists.

Sixty percent of Colombia's imports and exports pass through the port of Buenaventura. Castro told of the negative impact that port privatization and the US-Colombia free trade agreement have had on his nation's workers, espe-

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# Union members test new Panama Canal

**Editors note:** The following report submitted by the ILWU's Panama Canal Division explains how members of the Panama Canal Pilots Union have been testing new equipment and procedures at the expanded canal which is expected to become operational soon.

A total of 52 lockages without the use of locomotives were conducted during a five-week period between June 26 and July 29 of 2011. This took place at the locks of Miraflores, Pedro Miguel and Gatun. Different types of vessels were used (except naval and passenger vessels) in tests to prepare for the opening of a third set of locks scheduled to be inaugurated in October 2015.

The parameters of the test were previously established in a Memorandum of Understanding (MOU) signed between the administration of the Panama Canal Authority (PCA) and the Panama Canal Pilots Union (PCPU). A group of 8 test pilots and 2 coordinators equally represented both parties.

The test group was tasked with simulating, as closely as possible, the conditions that could be encountered at the third set of locks, as well as preparing a Pilot Training Program for the pilot force. This consisted of:

1. A team of two test pilots who boarded the participating vessel prior to its arrival at the locks. They fastened the two "lockage" tugboats, forward and aft of the other vessel, while approaching the designated locks wall.
2. With additional help from the "assisting" tugboats, they entered the chamber of the locks where the vessel was stopped.
3. The vessel was made fast to the lock wall, after which it is raised or lowered by the water in the locks. The vessel was then moved from this chamber to the following one(s), then finally exited the locks.

Currently, tugs in the canal are mainly used to assist different type of vessels depending on their size and handling characteristics, while approaching the locks wall and then entering the locks chamber. After this, they are normally released and cast-off.

Below are some of the conclusions and recommendations we reached during the test:

## Tugboats

Assuming that twelve panamax-plus or post-panamax vessels will transit

through the third set of locks, on a typical day, and considering the amount of time required by these vessels to lock through, the test group concluded that the PCA's fleet of 32 tugs when the test took place, will have to be increased to 100 tugs. These tugs are replacing electric locomotives and should be classified as "lockage tugs" or "assisting tugs," and their usages shall not be interchangeable.

It was concluded that the lockage tugs should be used in the third set of locks to help the pilot position the vessel as they enter the chamber, stop the vessel, remain in the chamber with the vessel as the water is levelled, proceed to the next chamber. This process is repeated until the vessel exits or clears the third set of locks.

The test group estimated the lockage time for this type of vessel, using "lockage" tugs instead of electric locomotives, will require 3.5 to 4 hours, from the time the vessel enters the first lock and departs the third set of locks. Consequently, an estimate increase of one and a half to 2 hours will be added to the actual standard lockage time of two hours, for scheduling purposes.

In addition, it is important to know that "the lockage tugs used for the test cannot be compared with the effectiveness, positive control of the vessel and safety, that is provided by the use of locomotives," which have been proven for over 100 years in the Panama Canal.

It should be further noted that on August 29, 2006, the Panama Canal Pilots Union (PCPU) made public a report prepared by a technical committee appointed for that purpose, which, among other issues, the PCPU strongly recommended the PCA administration utilize electric locomotives in the design for the third set of locks. This recommendation, along with others, has not been considered by the PCA administration.

## Canal Standard Times

The test group estimated that an additional 1.5 to 2 hours will be needed to schedule a Panamax-plus or a Pospanamax vessel to transit through the third set of locks in the Canal. Actually, it takes two hours for a loaded Panamax to go through Gatun locks, the only one with three chambers until the third set of locks is completed.

In addition to the test of lockages without the use of locomotives per-

formed on site at the locks, a number of maneuvering exercises executed at the simulator in the Canal installations provided information that allowed the test group to preliminarily conclude:

The standard running time for Panamax-plus and Postpanamax vessels to go across Gatun lake will also be increased by:

a) a timeframe figure which is directly proportional to their handling characteristic, especially when navigating with a reduced amount of water below their keels (known as under keel clearance (UKC)). This increment in the amount of time to navigate Gatun Lake and through Gaillard Cut (the narrowest part of the lake) may suffer an additional

b) increase in timeframe which has not been estimated as yet due to meeting restrictions that will be necessary to imposed for safety purposes. These type of vessels will be transiting the waterway as part of one of the two semi-convoys that travel each day through the Canal in opposite directions (north and south), and which at some point must encounter traffic coming through the canal in the opposite direction. For example, at present with the system that is in place for scheduling vessels, when a Panamax vessel is transiting in the northern semi-convoy direction, it is scheduled for safety reasons to not meet another similar size or a smaller vessel that is navigating in the opposite direction in Gaillard Cut. They normally meet in Gamboa after the vessels exit Gaillard Cut.

However, whenever the third set of locks finally opens to the international shipping industry, transit of Panamax-plus and Pospanamax vessels, may have to be scheduled to meet 2 to 4 nautical miles (3.7 to 7.4 kilometers) further north of Gamboa for safety purposes when they are navigating in the same northern direction. Consequently, the standard running time of two hours for a Panamax vessel will also increase under the same structure for scheduling vessels.

## Training

The replacement of the electric locomotives at the present locks by "lockage" tugs will be tasked not only with assisting the transiting vessels to make their approach and safely enter the third set of locks, as they currently do, but in the future they will also be

tasked with positioning the vessel's extremities (bow and stern), as it moves along the lock chamber and is taken to a stop, and moored (or made fast) to the lock wall. This entails a completely new paradigm for the pilots, the tugboat captains and mates, and to a lesser degree, the line handlers of the locks walls and those aboard the transiting vessels. The complete team assigned to the transit of a vessel will be facing this new challenge.

The test group concluded that "expediency in the placement and handling of lines to the lock walls is of the utmost importance."

This fact is known to the ACP administration, as it came to their attention during the two first weeks of the test. A comprehensive training program should be implemented for all players, including the pilots, captains, and line handlers, in order to deal with this potential problem.

## Other concerns

According to the ACP Administrator, the third set of locks will soon be open to transit. When that happens, vessels proceeding to or from the new third set of locks may face delays when the wind increases to 25 knots (46km/hr.), which happens on a daily basis for approximately three months each year during the dry season. Another potentially serious concern for both the Canal officials and ship owners is the possible damage to a vessel's hull each time it bumps either wall of the locks when entering or exiting the locks chamber, or when moving from one chamber to the next. This raises the following questions:

1. Will insurance companies raise their premiums for vessels that transits the Panama Canal?
2. Will the PCA administration reduce their liability limits for accidents or incidents in canal waters?
3. Will the PCA administration maintain the pilot's unique status of "being in charge" of vessel navigation while transiting the canal, or will they take away full control of the vessel's navigation from the canal pilot?

Our final question is whether these issues will affect the toll paid by vessels to transit the Panama Canal, and how expeditious and safe will this transit be?

# Sindicalistas ponen a prueba el nuevo Canal de Panamá

**Nota del jefe de redacción:** El siguiente informe presentado por la Sección del Canal de Panamá de ILWU explica cómo los afiliados de la Unión de Prácticos del Canal de Panamá han estado probado nuevo equipo y procedimientos en el Canal ampliado que se espera inicie operaciones pronto.

Se realizaron un total de 52 esclusadas sin el uso de las locomotoras remolcadoras durante un período de cinco semanas entre el 26 de junio y el 29 de julio de 2011.

Esto ocurrió en las esclusas de Miraflores, Pedro Miguel y Gatun. Se usaron diferentes tipos de naves (excepto

navales y de pasajeros) en pruebas en anticipación de la apertura del tercer juego de esclusas, cuya inauguración está programada para octubre de 2015.

Los parámetros de las pruebas se habían establecido previamente en un Memorandum de Entendimiento (MOU) firmado entre la Autoridad del Canal de Panamá (ACP) y La Unión de Prácticos del Canal de Panamá (UPCP).

Un grupo de 8 prácticos de pruebas y 2 coordinadores representaron a ambas partes equitativamente.

Se les encargó al grupo de ensayos de simular, con toda la exactitud que fuera posible, las condiciones que podrían encontrarse en el tercer juego de esclusas, al igual que la preparación de un Programa de Capacitación de Prácticos

para contar con una dotación de prácticos. Este consiste de:

1. Un equipo de ensayos de dos prácticos que abordaron el navío antes de que éste llegara a las esclusas. Amarraron los dos remolcadores de esclusadas a la proa y popa del navío, a medida que este se acercaba a la compuerta de la esclusa designada.

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# Sindicalistas ponen a prueba el nuevo Canal de Panamá

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2. Con ayuda adicional de los remolcadores auxiliares, entraron a la cámara de las esclusas donde se detuvo el navío.
3. El navío fue amarrado al muro de la esclusa, después de lo cual fue alzado o bajado por el agua dentro de la esclusa. El navío entonces fue propulsado de esta cámara a la siguiente o siguientes, hasta finalmente salir de las esclusas.

Actualmente los remolcadores en el Canal se usan principalmente para auxiliar a diferentes tipos de naves, dependiendo de su tamaño y características de maniobrabilidad, cuando se acercan a los muros y al entrar a las cámaras de las esclusas. Después de esto normalmente se les suelta de sus amarres.

Los siguientes son algunas de las conclusiones y recomendaciones a las que llegamos durante los ensayos:

## Remolcadores

Si se supone que doce navíos Panamax-plus o post-Panamax transitarán por el tercer juego de esclusas en un día típico cualquiera y considerando el tiempo que estos navíos requieren para pasar por cada esclusa, el grupo de ensayos llegó a la conclusión de que la flotilla de 32 remolcadores que tenía la ACP cuando se realizaron los ensayos es insuficiente y deberá aumentarse a 100 remolcadores. Estos están reemplazando a las locomotoras eléctricas y deberán clasificarse como "remolcadores de esclusada" o "remolcadores auxiliares" y los usos de estos no serán intercambiables.

Se llegó a la conclusión de que los remolcadores de esclusada deben utilizarse en el tercer juego de esclusas para ayudar al práctico a posicionar la nave a medida que vaya entrando a la cámara, parar la nave, permanecer en la cámara con la nave mientras se nivela el agua, y luego seguir a la siguiente cámara. Este proceso se repite hasta que la nave sale o pasa por el tercer juego de esclusas.

El grupo de pruebas calculó que el tiempo de esclusada para este tipo de nave, usando los remolcadores de esclusada en lugar de las locomotoras eléctricas, llevará 3.5 a 4 horas, desde el momento que la nave entra a la prim-

era esclusa hasta que salga del tercer juego de esclusas. Por consiguiente, para efectos de la programación se calcula que se agregará de una y media a 2 horas al tiempo normal de esclusada, que es de dos horas.

Además, es importante saber que "los remolcadores de esclusada que se utilizaron en los ensayos no pueden compararse con el uso de las locomotoras, que ofrecen mayor efectividad, control positivo de la nave y seguridad, lo cual se ha comprobado a lo largo de más de 100 años en el Canal de Panamá.

Cabe además señalar que el 29 de agosto de 2006, la Unión de Prácticos del Canal de Panamá (UPCP) dio a conocer al público un informe preparado por un comité técnico nombrado para ese fin, en el cual el UPCP recomendó enérgicamente, entre otras cosas, que la gerencia de la ACP utilice locomotoras eléctricas en el diseño del tercer juego de esclusas. Esta recomendación, además de otras, no ha sido considerada por la directiva de la ACP.

## Plazos normales del Canal

El grupo de pruebas calculó que se requerirá programar 1.5 a 2 horas adicionales para que un navío Panamax-plus o post Panamax transite por el tercer juego de esclusas del Canal. De hecho, un Panamax cargado se tarda dos horas para pasar por las esclusas de Gatun, la única que tiene tres cámaras, mientras se termina de construir el tercer juego de esclusas.

Además del ensayo de esclusadas realizado sin el uso de las locomotoras en las esclusas mismas, varios ejercicios de maniobras realizadas en el simulador en las instalaciones del Canal arrojó información que permitió que el grupo de ensayos sacara conclusiones preliminares:

El tiempo normal de tránsito de naves Panamax-plus y post Panamax por el lago de Gatun también aumentará por:

- a) un período de tiempo que será directamente proporcional a sus características de maniobrabilidad, especialmente cuando se navega con una cantidad reducida de agua debajo de sus quillas (conocido como margen bajo la quilla (MBQ)). Este tiempo adicional requerido para navegar por el Lago Gatun y por el Corte Gaillard (la parte

más estrecha del lago) puede resultar en un aumento

b) en el período de tiempo que aún no se ha calculado debido al cumplimiento de restricciones que deberán imponerse por razones de seguridad. Estas clases de navíos transitarán por las cauces navegables como parte de uno de los dos semi-convoyes que viajan todos los días por el Canal en direcciones opuestas (norte y sur), y en algún momento se cruzarán con las naves que pasan por el Canal en sentido opuesto. Por ejemplo, en la actualidad con el sistema existente para programar las naves, cuando una nave Panamax transita en el sentido del semi-convoy hacia el norte, se le programa por razones de seguridad de tal manera que no se encuentre con otra nave de tamaño similar o más pequeña que vaya navegando en sentido opuesto en el Corte Gaillard. Normalmente se cruzan en Gamboa después de que las naves salen del Corte Gaillard.

Sin embargo, cuando el tercer juego de esclusas finalmente esté a disposición de las navieras mercantes internacionales, es posible que se tenga que programar el tránsito de las naves Panamax-plus y post Panamax para que se reúnan 2 a 4 millas náuticas (3.7 a 7.4 kilómetros) más al norte de Gamboa por razones de seguridad cuando naveguen a la vez rumbo al norte. Por lo tanto, el tiempo normal de tránsito de dos horas para una nave Panamax también aumentará de acuerdo con el mismo sistema de programación de naves.

## Capacitación

El reemplazo de las locomotoras eléctricas en las actuales esclusas por los remolcadores de esclusada significa que estos tendrán la tarea no sólo de ayudar a las naves para que se acerquen y entren sin peligro al tercer juego de esclusas, como lo hacen actualmente, sino que además en el futuro estos también tendrán la tarea de posicionar las extremidades del navío (proa y popa), a medida que transita por la cámara de la esclusa, se le detiene en la cámara y se le amarra al muro de la esclusa. Esto implica un paradigma completamente nuevo para los prácticos, los capitanes y oficiales de los remolcadores, y en menor grado, a los que manipulan los

amarres en los muros y los que van a bordo de las naves en transición. Todo el equipo asignado al tránsito de la nave deberá hacer frente a este nuevo reto.

El grupo que realizó los ensayos llegó a la conclusión de que "la colocación y manejo de estos amarres a los muros de las esclusas de manera expeditiva es de máxima importancia."

La gerencia de la ACP está enterada de este hecho, ya que esto llegó a su atención en las primeras dos semanas que se realizaron los ensayos. Un programa de capacitación exhaustivo deberá implementarse para todos los involucrados, incluso los prácticos, capitanes y encargados de los amarres, a fin de tratar este problema potencial.

## Otras inquietudes

Según la gerencia de la ACP, el tercer juego de esclusas pronto entrará en funcionamiento. Cuando eso ocurra, las naves que lleguen o salgan del tercer juego de esclusas podrían verse retrasadas cuando el viento aumente a 25 nudos (46 kph), lo cual ocurre a diario por aproximadamente tres meses del año durante la temporada seca. Otro posible motivo de preocupación tanto para los oficiales del Canal como los dueños de los navíos es el posible daño al casco de la nave cada vez que se tope con los muros de las esclusas ya sea al entrar o salir de la cámara de la esclusa, o al transitar de una cámara a la siguiente. Esto motiva las siguientes preguntas:

1. ¿Aumentarán las compañías de seguros sus primas por las naves que transitan por el Canal de Panamá?
2. ¿Reducirá la gerencia de la ACP sus límites de responsabilidad civil por accidentes o incidentes ocurridos en las aguas del canal?
3. ¿Mantendrá la gerencia de la ACP el estatus singular del práctico que lo "pone a cargo" de la navegación de la nave mientras transita por el canal, o le quitará por completo el control de la navegación de la nave a los prácticos?

Nuestra última pregunta es si estos asuntos afectarán la cuota de esclusada que las naves pagan al Canal de Panamá por su tránsito, y ¿que tan expeditivo y seguro será este tránsito?

# Pensioners Convention meets and takes action in San Francisco

continued from page 1

cially the Afro-Colombian community. Castro said Afro-Colombians make up nearly 90 percent of Buenaventura's population who suffer from high poverty rates, unemployment and a lack basic services such as hospitals.

## Honoring Rich Austin

The convention took time out to honor the service of outgoing PCPA President Rich Austin. ILWU International President McEllrath thanked Austin for his leadership and support for active and retired members. McEllrath presented Austin with a bronze hook sculpture crafted by Local 19 pensioner and artist Ron Gustin. After a motion by Local 13 pensioner Tony Salcido, the convention voted unanimously to bestow Austin with the title of PCPA President Emeritus.

## Jesse and Lois Stranahan Award

Local 10 pensioner Cleophas Williams received this year's Jesse and Lois Stranahan Award, an annual honor bestowed to an outstanding labor activist. Williams was the first African American president of Local 10 who served three terms in that position. Williams thanked the PCPA for honoring him and said he intended to remain active in the PCPA.

## New leadership

The transition to a new PCPA leadership team was reached smoothly on the final day of the convention. The new PCPA President will be Greg Mitre who has been heading the Southern California Pensioner's Group. PCPA's new Vice President will be Lawrence Thibeaux from the Bay Area Pensioners. John Munson from Bellingham will

continue to serve as Recording Secretary and Christine Gordon from Southern California will serve as the new Treasurer. The Executive Board will include Herman Moreno, Cleophas Williams, Jerry Bitz, Mike Mullen, Jim Davison, Maynard Brent, Michelle Drayton, Rich Austin and Tom Deusfrene with other Canadian delegates yet to be elected representing Canadian pensioners.

## Adjournment until 2016 in Tacoma

Newly elected President Greg Mitre took the gavel and praised Rich Austin's dedication, saying it would be hard to fill those shoes. He noted that next year's convention will be held in Tacoma, WA from September 12th, - 14th and said he was looking forward to seeing everyone there in 2016.

**Awarding respect:**  
The PCPA Convention bestowed Local 10 pensioner Cleophas Williams with the Jesse and Lois Stranahan Award for his leadership as the first African-American President of Local 10.



# Region, Local

# INTERNATIONAL OFFICERS

	PRESIDENT		MAINLAND V. PRESIDENT		HAWAII V. PRESIDENT		SECRETARY-TREASURER	
	McEllrath	Write-in	Familathe	Write-in	Furtado	Write-in	Adams	Write-in
<b>Southern California</b>								
13-Wilmington	1,555	90	1,780	30	1,623	5	1,582	19
20-Wilmington	9	0	9	0	9	0	9	0
26-Los Angeles	37	1	42	0	37	0	37	1
29-San Diego	33	0	31	0	32	0	32	0
46-Port Hueneme	21	0	23	0	24	0	20	0
56-San Pedro	4	0	5	0	4	0	4	0
63-Wilmington	700	38	819	12	777	3	764	5
68-San Pedro	2	0	3	0	2	0	2	0
94-Wilmington	159	2	150	5	157	1	153	1
subtotals:	2520	131	2862	47	2665	9	2603	26
<b>So. Calif. Desert Area</b>								
30-Boron	45	2	47	2	47	1	45	2
<b>Northern California</b>								
6-Oakland	67	0	68	0	67	0	71	0
10-San Francisco	223	7	211	2	210	0	216	2
14-Eureka	9	0	9	0	8	0	9	0
18-West Sacramento	11	0	10	0	10	0	92	1
34-San Francisco	91	1	89	0	92	0	23	0
54-Stockton	24	0	23	0	23	0	17	0
75-San Francisco	11	1	10	0	11	0	10	1
91-San Francisco	40	1	38	0	39	0	41	0
ARA	11	0	12	0	12	0	11	0
subtotals:	487	10	470	2	472	0	484	4
<b>Oregon &amp; Columbia River</b>								
4-Vancouver	74	1	73	1	76	0	76	0
5-Portland	77	0	77	0	76	0	78	0
8-Portland	211	4	217	0	220	0	217	1
12-North Bend	13	0	12	0	11	0	12	0
21-Longview	62	9	70	1	71	0	70	0
28-Portland	28	0	27	0	28	0	26	0
40-Portland	47	0	48	0	48	0	48	0
50-Astoria	9	0	6	0	8	0	9	0
53-Newport	5	0	5	0	5	0	5	0
92-Portland	26	0	23	0	25	0	21	0
subtotals:	552	14	558	2	568	0	562	1
<b>Puget Sound</b>								
7-Bellingham	11	0	11	0	11	0	11	0
9-Seattle	14	0	13	0	13	0	13	0
19-Seattle	258	9	242	1	245	0	244	1
22-Tacoma	19	0	17	0	16	0	19	0
23-Tacoma	270	3	250	3	257	1	275	1
24-Aberdeen	10	1	11	0	11	0	9	0
25-Anacortes	5	0	5	0	5	0	5	0
27-Port Angeles	6	0	6	0	6	0	6	0
32-Everett	15	0	14	0	12	0	14	0
47-Olympia	11	0	11	0	11	0	11	0
51-Port Gamble	9	0	9	0	8	0	9	0
52-Seattle	82	4	81	1	79	1	83	0
98-Seattle	39	1	38	0	38	0	38	0
subtotals:	763	17	719	5	724	2	750	2
<b>Alaska</b>								
200-Juneau	41	0	41	0	39	0	42	0
Longshore	69	0	65	0	62	0	64	0
subtotals:	110	0	106	0	101	0	106	0
<b>Canada</b>								
500-Vancouver	148	0	134	0	138	0	140	0
505-Prince Rupert	15	0	13	0	12	0	12	0
508-Chemainus	8	0	8	0	9	0	9	0
514-Burnaby	78	0	71	0	72	0	73	1
517-Vancouver	29	0	26	0	25	0	25	0
519-Stewart	1	0	1	0	1	0	1	0
522-Vancouver	0	0	1	0	1	0	1	0
523-Prince Rupert	2	0	2	0	2	0	2	0
subtotals:	281	0	256	0	260	0	263	1
<b>IBU-Marine Division</b>								
IBU	273	3	278	3	280	3	282	4
<b>Hawaii</b>								
142-Honolulu	803	6	767	6	879	4	799	6
<b>Panama Division</b>								
Panama Canal Pilots	1	0	1	0	1	0	1	0
<b>GRAND TOTALS:</b>	<b>5835</b>	<b>183</b>	<b>6064</b>	<b>67</b>	<b>5997</b>	<b>19</b>	<b>5895</b>	<b>46</b>

Totals do not always add up because the local designation on some ballots was removed.

**COAST COMMITTEE**

**INTERNATIONAL EXECUTIVE BOARD**

NORTHWEST			CALIFORNIA							
Sundet	Williams	Write-in	PonceDeLeon	Write-in	Faugeax	Gratz	Olvera	Podue	Brady	Write-in
900	689	3	1,699	39	445	607	1,225	1,175	1,399	37
0	0	0	0	0	2	5	5	3	2	0
0	0	0	0	0	14	50	23	15	19	0
18	14	0	30	0	11	21	23	19	14	0
14	11	0	27	0	2	16	21	21	8	0
0	0	0	0	0	1	6	4	2	3	0
227	320	2	599	9	449	331	427	730	401	15
0	0	0	0	0	0	1	1	1	0	0
0	0	0	0	0	41	72	62	128	104	4
1159	1034	5	2355	48	965	1109	1791	2094	1950	56
Sundet	Williams	Write-in	PonceDeLeon	Write-in	Nicols	Write-in				
-	-	-	0	0	56	1				
Sundet	Williams	Write-in	PonceDeLeon	Write-in	Farley	Mackay	Pecker	Write-in		
0	0	0	0	0	51	53	82	2		
125	97	0	217	1	184	185	149	16		
9	0	0	8	0	9	9	9	0		
10	1	0	11	0	10	10	4	2		
43	43	1	77	1	93	73	72	5		
9	13	0	23	0	18	20	12	2		
0	0	0	0	0	11	13	10	0		
0	0	0	0	0	29	27	25	1		
0	0	0	0	0	11	10	11	0		
204	160	4	336	2	416	400	374	28		
Sundet	Williams	Write-in	PonceDeLeon	Write-in	Davis	Daw	Sundet, G.	Jones	Write-in	
23	52	0	72	0	44	33	11	40	0	
0	0	0	0	0	78	22	3	79	0	
100	130	0	203	0	56	200	20	142	0	
6	3	0	7	0	6	2	10	3	0	
8	71	0	71	0	77	22	6	28	0	
0	0	0	0	0	17	13	8	16	0	
20	33	0	47	0	21	30	4	44	0	
2	2	0	4	0	7	1	4	3	0	
1	1	0	2	0	1	4	0	3	0	
0	0	0	0	0	19	14	0	12	0	
160	292	0	406	0	326	341	66	370	0	
Sundet	Williams	Write-in	PonceDeLeon	Write-in	Austin	Vekich	McGrath	Write-in		
3	6	0	7	0	9	6	3	0		
0	0	0	0	0	12	8	6	0		
34	264	2	231	1	208	198	79	3		
0	0	0	0	0	8	4	17	0		
56	217	1	238	2	60	112	258	0		
7	4	0	9	0	6	5	8	0		
4	0	0	4	0	5	0	1	0		
0	6	0	6	0	5	4	1	0		
0	11	0	11	0	8	12	8	0		
10	1	0	11	0	10	8	1	0		
7	2	0	7	0	9	1	1	0		
9	84	1	76	0	35	83	36	4		
0	0	0	0	0	15	41	33	0		
130	595	4	600	3	390	482	452	7		
					Manowski	Chuck	Write-in			
					41	19	0			
					6	63	0			
					47	82	0			
					Gordienko	Write-in				
					158	9				
					19	0				
					10	0				
					69	8				
					33	1				
					1	0				
					1	0				
					2	0				
					293	18				
					Coté	Write-in				
					300	16				
PINEAPPLE	GEN. TRADES	SUGAR	LONGSHORE	TOURISM	TOURISM	Write-in				
Cabading	Koerte	Ruidas	Rita	Dela Cruz	Rillanos					
787	799	791	839	548	318	15				
787	799	791	839	548	15					
					Salas	Write-in				
					1	0				
2086	1856	19	3913	90						

## TRANSITIONS

### NEW PENSIONERS:

**Local 4:** Patrick J. Tomlin;  
**Local 8:** Jerry R. De Hart; Sam S. Jauron; **Local 10:** Eugene Grant; Jose M. Zamacona; Edward E. Powell; Maureen Mc Gee; Kevin L. Foster; **Local 12:** Tom D. Whelchel; **Local 13:** Ronald Lopez; Luis A. Garcia; Demarvin Lawrence; Cheryl A. Taotoai; Madeline T. Ryan; Thomas D. Daugherty; Tan H. Ngo;  
**Local 19:** James P. Gessner;  
**Local 23:** Michael H. Melbye;  
**Local 27:** James M. Root; Jay A. Kalla; **Local 34:** Emile W. Lewis Jr.; John S. Budesza; **Local 63:** Louis Mendoza; Charles J. Griesgraber; Larry R. Hill; **Local 92:** Bradley A. Dyer;

### DECEASED PENSIONERS:

**Local 4:** Herbert E. Steinmueller; James L. Brous; **Local 8:** Alvin W. Renick; **Local 10:** Wilfred Taylor (Mary); Melvin Hines; Richard R. Holbrook; **Local 13:** Thomas R.

Workman; Paul E. Egnatoff; Mac A. Frazier; Fermin A. Ponce De Leon; **Local 18:** Johnnie L. Cox; **Local 19:** Murrell R. Lee; **Local 19:** Richard Gunderson; **Local 23:** Donald L. Hawk (Bonnie); Marland G. Guinn; **Local 34:** Robert Battle Jr; Henry J. Mahler Jr.; **Local 50:** Jeffery G. Hille; **Local 52:** Donald Johnson; Gale C. Groves; Michael F. Russo; **Local 54:** Tony A. Raso; **Local 63:** Hugh Hunter; **Local 94:** James P. McGovern;

### DECEASED SURVIVORS:

**Local 8:** Maxine Mc Kee; Barbara Baccelleri; **Local 10:** Hazel D. Green; Del M. Washington; **Local 13:** Phyllis Russell; Trinidad Espalin; Eva H. Sohm; **Local 19:** Linda J. Cheha; **Local 21:** Barbara A. Grogan; **Local 34:** Ruth E. Brown; **Local 52:** Antonette M. Liles; **Local 63:** Mary L. Berntsen; Marilyn D. Yenney; **Local 91:** Irma L. Johnson;

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