LONGSHORE, CLERK STRIKE VOTE

Coast Negotiating Committee's Letter to Locals:

To All Longshore and Clerks Locals:

June 14, 1971

Dear Sirs and Brothers:

Re: Negotiations

In accordance with the caucus instructions, negotiations with PMA resumed on May 5, 1971 and recessed on May 7. Negotiations with PMA terminated on June 7, 1971 primarily because no real progress was made on the union's main demands after months of negotiating sessions. PMA took the position that negotiations have recessed because of the failure of Local 10 to follow the grievance procedure and for violation of an arbitrator's award.

The Coast Negotiating Committee has prepared a list of strike demands to the rank and file of the Longshore Division, including Hawaii. The strike demands are published with this letter in this special Dispatcher supplement.

After adopting the strike demands and reaffirming its plan of action, the committee recessed and returned to the various areas. The Coast Negotiating Committee unanimously recommends that all members of the Longshore Division vote "YES" in support of the union's strike position.

All voting results must be tabulated and reported to the Coast Negotiating Committee no later than June 25, 1971.

The rest of the program of action as reported to the last longshore caucus, namely to see that all containers not stuffed by the registered work force will not be loaded aboard ship after 12:01 a.m. June 30, 1971 unless such loads fall under the exception of manufacturers' loads, military cargo, door-to-door delivery or pickup (domestic trade) remain in effect.

The committee will be called back to San Francisco to continue negotiations with PMA in a last effort to reach an agreement by negotiations after a strike vote has been taken.

If negotiations break down at that time, it will be up to the Coast Negotiating Committee to determine when and under what circumstances the strike vote shall be made effective.

Fraternally yours,

Harry Bridges
HARRY BRIDGES, Chairman
Negotiating Committee

Union's Strike Position

June 11, 1971

1) JURISDICTION — Containers.

Extend for two years the present CFS, subject to review after one year, with elimination of transition period provision and addition of union's definition of shippers' loads.

EXCEPTIONS: Manufacturers' loads

Door to door delivery or pickup (domestic trade)

Other exceptions by mutual agreement

2) CONTRACT PROVISION ON SCOPE OF WORK AND CONTRACT COVERAGE, i.e., Industrial Docks, steamers loading and unloading trucks at designated areas, log assembly — still to be negotiated.

3) WORK OPPORTUNITY GUARANTEE.

a. Registered "A" men — 40 straight time hours.

b. "B" men — 32 hours plus guarantee of being moved to "A" registration in stipulated numbers, and over stipulated periods of time during two-year term of contract or a longer time as mutually agreed upon.

c. Hours worked or paid for under the guarantee to be counted for all fringe benefits.

4) WAGES. First year — 85c; second year — 75c.

5) PENSIONS. $500 at age 62 for all men retiring after July 1 with 25 years of service. Early retirement at 55 with 25 years of service, or 13 to 24 years at actuarily reduced rate.

6) WELFARE. New welfare benefits limited to active men only, except prescription drugs.

a. Continue present level of benefits under Kaiser Plan;

b. Eliminate inequities in small ports where no group plan is available;

c. Add dental care and prescription drugs for all who qualify under the contract;

d. Life insurance of $20,000, double indemnity, and A.D. & D. for men whose survivors are not entitled to benefits under the Pension Plan.

7) MANNING SCALES.

a. For new operations: Before being started, to be decided by JLRC or Local Arbitrator's interim decision;

b. Basic minimum Manning for hand-handling, as now in Section 10.1;

c. Present T-letter Manning scales to be carried over to new agreement, subject to challenge and change by the parties;

d. Present T-letter Manning procedure to be abolished. All Manning other than basic hand-handling (10.1) Manning in present negotiations established for all ports to be determined locally by parties and by Area Arbitrator if necessary.

8) GRIEVANCE MACHINERY.

a. Revised to provide for speedy settlement of on-job discharge, with on-job interim arbitration; b. Define assault;

a. Amend Section 17.72 on non-dispatch to put limit on the period of time a man can be on the list;

c. Revise Section 17.81 regarding penalty on union officials.

9) LENGTH OF CONTRACT — two years.

10) CLERKS' DEMANDS — to sub-committee.

11) Five PAID HOLIDAYS the first year; five more the second contract year.

These demands are strike demands. All other union demands as submitted to PMA on November 6, 1970, to be negotiated by the parties, and to be finally resolved by negotiation and/or arbitration.
**THE OLD DISPATCHER** cartoon above, and its date, gives the best demonstration of how far back the ILWU was pressing for a program that this country is just getting around to recognizing today.

From 1950—when all trade and other contact with the People’s Republic of China was cut off by the Truman administration—the ILWU has consistently warned that the embargo on trade made no sense for America’s workers, and that non-recognition posed serious dangers to world peace. We have repeated this in convention after convention.

Now we are gratified that on June 10, 1971, President Nixon authorized the export of a wide range of non-strategic items to China without specific government approval. This doesn’t lift the embargo completely—but it goes a long way.

Delegates to the recent ILWU 19th Biennial Convention in Honolulu said: “It is a contradiction of common sense that among all the trade partners of the United States and the non-communist sections of the world, only the United States remains aloof from the vast market potential of China.”

Thus, the irrationality of our embargo was becoming increasingly clear. Most American businessmen are truly enthusiastic. And so are we—for both pork chops and peace!

**THE CHINESE market for American goods**—between 700 and 800 million people—is potentially enormous. Although it is hard to figure out exactly what the impact would be at this early date, the fact is China imports more than two billion dollars worth of goods every year—eighty percent of which are from our competitors.

According to a study conducted by the University of Michigan economist, China—on China’s southern border—would be at this early date, the fact is that if the embargo were lifted completely by 1980, and twice the value in 1990.

In reciprocal trade, the US could potentially absorb about $250 million of Chinese-made goods by that date. That’s a lot of cargo across the docks and through the warehouses, especially on the West Coast.

The ILWU Convention also stated that the interest of world peace will best be served by reopening diplomatic contact with mainland China. We have always insisted that the US should formally recognize People’s China and withdraw its stubborn opposition to China taking its rightful place in the United Nations.

P THE promise of trade—and jobs—is to become real, we—and most experts—feel that China will have to be recognized as a fact of life as a major power among the family of nations. The question of Peking’s membership in the UN is expected to be the major issue in the upcoming session of the world body; there are signs the US is ready to give up on a backward policy that has lasted too long. Ending the war in Indo-China—on China’s southern border—would also smooth out relations.

Don’t expect any sudden influx of trade—after 21 years, it takes time to build up contacts, and the vital information about what each country needs, credit, trade patterns, etc. But it may not be too long before West Coast dockers and warehousemen feel the impact of increased activity.

**INCREASED PENSIONS** were provided, but with many restrictions and special qualifying requirements, which were unacceptable. The PMA proposal also provided for 4 paid holidays. Also in the document were unacceptable manning and grievance procedure changes. The employees proposed a three-year contract against our proposal of a maximum of two years.

Here we are with less than two weeks before contract expiration, yet we are only finally beginning to get a real chance to bargain. This committee, in order to protect the interests of our membership, therefore decided to take a strike vote in support of our strike demands.

As The Dispatcher goes to press, in all likelihood all Pacific Coast ports covered by the Pacific Coast Longshore and Clerks’ Document, will be shut down on July 1 or shortly thereafter. The final decision on the carrying out of any shutdown will be left to the Coast Negotiating Committee.

The full resources of our entire union, including non-waterfront locals, and Hawaii, must be mobilized in support of our longshore and clerks’ locals in the event it is necessary to shut down Pacific Coast ports. These locals that have not yet organized their strike machinery should do so at once.

Even though the Negotiating Committee is now back in the areas they represent every effort will be made to resume negotiations before the expiration of the contract in the hope that a satisfactory agreement can be negotiated and a strike can be avoided.

**THE COMMITTEE** is still willing to meet with PMA and continue negotiations provided progress can be made. Only the Coast Negotiating Committee has the power to stop the longshore and clerks’ locals from going on strike. If it appears that the union’s basic demands and strike position, as set forth on June 11, 1971, cannot be met by negotiation, the Coast Negotiating Committee will call a strike.

This will mean a direct battle with the employers. To win this battle will require all the support we can muster within the labor movement. I mean support from the AFL-CIO, and most particularly, support from the International Longshoremen’s Association, which may be facing the same kind of problems we have. The ILA is trying to keep their 40-hour guarantee and we are trying to get one.

I for one would have to think twice before dumping the idea of merging with the ILA. In one union if I knew it was certain that I had a better chance of winning for us the demands set forth in our June 11 strike program.

All longshore and clerks’ locals should consider thoroughly the issues before them. This is the time for the greatest possible unity and support behind the Coast Negotiating Committee. I hope that every single member will vote yes in the strike ballot in support of our June 11 strike program.
Petition Drive Begins As Hoffa Exits

SAN FRANCISCO — "Free Hoffa" petitions demanding a presidential pardon for the jailed Teamster president have been sent to all ILWU locals for circulation. They are also being sent to all other unions— AFL-CIO and independent.

The goal is 100,000 signatures.

The petitions charge that Hoffa's long imprisonment "constitutes cruel and inhuman punishment of one of this nation's most vigorous and courageous labor leaders," and that it is the result of a private vendetta by the Johnson and Johnson administrations against the Teamsters.

OFFICER ANNIHILATES

Hoffa, from the federal penitentiary in Lewisburg, Pennsylvania, where he has been imprisoned since 1966, announced that he would not run again for the presidency of the Teamsters because of his present legal difficulties.

"I know," he said, "the man who holds the office of chairman must be willing and able to give all of his time to the duties of the every day operations of the business of the union.

He announced his support of General vice-president Frank Fitzsimmons, who is now chief executive officer of the Teamsters during his term in prison. Elections will be held in Fall 1971.

Hoffa has already served four years of an eight-year term for jury tampering in 1963. The conviction was based largely on the testimony of an admitted labor spy.

\[\text{DR. ASHER GORDON - Dr. ILWU's Dies}\]

SAN FRANCISCO—Many hundreds of longshore workers, with many more people in other walks of life, mourned the loss of a friend and physician when Dr. Asher T. Gordon died here June 12.

Official physician of ILWU Local 10 for some three decades, he was referred to affectionately as "Dr. ILWU" and the "people's doctor." He was the union's special doctor for the group of old-timers who did not qualify under the health plan. He was the union's consultant—was much more than the fees he was paid. He was loved for these human qualities, as well as for his compassion and dedication.

At the Kaiser Foundation Hospital, and died at home.

Gordon was the union's consultant for years and years, some pro-union workers quit the plant, others get discouraged or lose hope, and a union majority dwindles to a minority.

Result: not only has the company made profits through these years, it has also beaten the union and can go on making those super-profits.

Steelworkers Organizing Director Elmer Chatak cited the case of In- silico Corp., Meriden, Conn. It took 40 procedural steps from April 7, 1970, to May 17, 1971, before an election date was set by the NLRB. That's only a year and might look like supersonic speed for the NLRB, but the company kept one procedural ace up its sleeve.

It is threatening to challenge the law, which would have a bearing on what the board enforces with greater hands during the Vietnam war, brought here for special treatment.

But his commitment to peace and health was global. He was among the first to demand parity for Arab children in schools.

Although 1,600 labor complaints were filed in 1960, the NLRB sought injunctive relief in only 11.

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At the hearings on the Thompson amendment, the unions were push- ing for a new deal. They might also need a new deck.
This open pit mine at US Borax at Boron, California—in the heart of southern California's Mojave Desert—is the world's main source of borates. Borates are vital in adhesives, automobile fuels, antifreeze, building materials, fertilizers, and many other products. Ore is carried from the pit to the processing plants by a 1,300 foot conveyer belt (center).

Boron—Visit to a Union Oasis

Jerry Tyler, principal author and editor of Local 19's THE HOOK—perhaps the liveliest and best written of our local bulletins—recently took a trip down to the Mojave Desert to visit the 700 ILWU Local 30 members who work for US Borax there. This is his description of the men of Local 30, the work they do and the lives they lead in Boron, California (Editor's Note).

BORON, Calif. — Now you take a hole in the ground so immense that a giant coal-electric shovel down there looks like something out of a box of Cracker Jack. And you add a strong wind that blows like it is never going to quit. And you mix in sand, dry sand, fine, granular and gritty, and lots of flour-fine ground borax ore.

No water. Water doesn't go in this recipe. Then you throw in about 700 measures of tough working stiffs full of good trade union principles, and what have you got?

You've got Boron, California, Miterator, where ILWU Local 30 has been making one ton of borax a day in the old 20 Mule Team Borax pit. This sub-surface feeder system is used to transport fresh ore for processing. Ore, as long as US Borax was hard to deal with and the new ILWU Local had to hit the bricks for two tough months back in 1968. Since then the company has been a "little more realistic."

New housing in Boron is building steadily. Most homes are in the $20,000 year class. The schools are new and modern and big. There is a new fire station and post office. "We can't say US Borax never did anything for Boron. Our hospital was in bad financial shape and the company bailed it out. We say we have a good company and we figure we can make it do better."

MEMBERS PITCH IN

There are six churches in town with no religion dominating. Little League Park, a community enterprise, boasts one diamond with another under construction. "The tough part is to get grass to grow," Local 30 members scrounge light poles, iron pipe and lumber. And Local 30 members set the poles, rig the night lights, weld the pipe frames for the backstops. "We are right there pitching."

How do things look for the future? Well, the borax vein is six miles long, good for "75 to 100 years." In addition no water, no trees keep popping up. We were shown a tailing pile at the old plant for which a railroad had offered $1 million. Wanted it for ballast and weed control on their right of way. Ill got them $1 down. They had no idea of the value of possible new raw materials in that tailing pit. A glass plant is already in operation.

How do things look for the future? "In spite of the new national trend we have very little unemployment. We are getting ready to negotiate a new contract. And we notice the company bailed us out. We say we have a good company and we figure we can make it do better."

WIN TOUGH STRIKE

Nearly everybody in town, in fact in the vicinity, is dependent on US Borax except for employees of Edwards Air Force base. Politically, the company has controlled Boron. But that is beginning to change.

In the last election there were two vacancies on the School Board. Local 30 members put on a door to door campaign and won both seats with Local 30 members Orilto. "We've got our eye on some other offices, too."

Leaders of Local 30 claim the company, with its hard-nosed attitude toward the men, actually made the Union the hard-hitting, united outfit it is today. For example, the company stresses the class difference between the workers and the supervisory and management personnel. At one point in our drive Ken took us up on a hill where these "chosen people" live. "We call this "Scab Hill," he said.

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CARBON MONOXIDE

Out for a Sunday drive, you find yourself caught up in a traffic jam on the freeway. Pretty soon you’ve got an headache and yawning. You slam on the brakes just in time to avoid rear-ending the car in front of you. You didn’t react right away to his brake lights flashing on.

Nerves? The kids bugging you? More likely a case of carbon monoxide poisoning. Automobile exhausts produce over half the CO in the air. And CO is a killer.

Back on the job, and it’s a close day. It’s warm and stifling inside, and the gas-powered fork lift is roaring away. You feel your chest opening and your eyelids drooping. Not much ventilation in the building. You’ve got a headache and your production slows down as the day drags on. You find yourself making stupid mistakes. Your head is throbbing and maybe your heart is pumping hard. A cigarette at break time only makes you feel worse.

Carbon monoxide again.

CO is odorless, tasteless, invisible and deadly. It is produced primarily by internal combustion engines. CO gets into the blood stream, interferes with the delivery of oxygen to the brain, causing headache and dizziness, and general fatigue, slowing down reactions.

CO in the blood means more work for the heart to get needed oxygen to the body. Many on the job “heart attacks” are now suspected to be the result of carbon monoxide. In fact, studies indicate that adverse persons with bum hearts to stay inside and avoid exercise on smoggy days. When CO hangs in the air smoking cigarettes also increases the CO level in the bloodstream.

DANGER LEVELS

There are a variety of regulations affecting CO levels. The gas is measured on the basis of parts per million (ppm)—that is, the amount of CO in a million parts of air. It doesn’t take much. 50 or 100 parts of CO in a million parts of air, like an ounce of whiskey in a 9 oz. bottle. But the whiskey has its effect, and so does the carbon monoxide, and the more the worse.

Fifty ppm is the limit allowed by the federal government on the job where regulations have been applied; that standard is likely to remain as a part of the Occupational Safety and Health Act affecting virtually all private workplaces. The Bureau of Labor Standards requires that workers must be removed from the hold of a ship if the CO level hits 100 ppm. The U.S. Coast Guard requires removal at 75 ppm. And now the President’s Environmental Protection Agency, dealing with the problem of automobile exhausts, is plugging for a CO level in the general air supply below 10 ppm for 40 ppm the maximum for any one hour period. The National Academy of Sciences suggests that 10 ppm, on a regular basis, is hazardous to human health.

You know that 400 ppm will knock a person out and maybe kill him. Researchers have also shown that 100 ppm of carbon monoxide, for six hours a day, five days a week, will give test dogs permanent heart and brain damage. The research so far is meagre, but it is undeniably clear that CO is a major health hazard, on and off the job.

WHAT CAN BE DONE?

First, you can demand that the Labor Department sample the air in a warehouse or factory air, and necessary, order monitoring devices installed. Shipside, be sure that testing procedures exist. Be sure that test procedures “inadvertent implementation of the law.”

In the absence of federal safety regulations for the “target” longshore industry, some shipside regulations, as well as general health and safety requirements for all industries, can be enforced on the docks as of the end of August. Complaints may be filed under the provision of the Act which requires employers to furnish to each of his employees employment and a place of employment which are free from recognized hazards that are causing or are likely to cause death or serious physical harm.

Copies of the law, and of the May 29 package of regulations which take effect in 90 days, may be obtained from the Regional Offices of the Occupational Safety and Health Administration, in Seattle and San Francisco.

ADEQUATE FUNDS FOR SAFETY

The Nixon administration is requesting, for fiscal year 1972, only $31 million for the Labor Depart-
Large July 5 Memorial Is Planned

PORTLAND — All ILWU affiliates in the Northwest, other maritime unions and friends of ILWU have been invited to participate in the July 5 parade and memorial service, according to Bill Ward, Local 8 secretary.

A resolution adopted at Local 40’s stop work meeting June 9 noted that “negotiations, both coastwise and local, now going on in the longshore division and with the possibility that no agreement may be reached by the end of June, and with a strike vote possibly having been taken by then, areas are urging a real show of solidarity this year.”

Local 8’s letter urged labor groups to break out their banners for the event, and recalled this is the 37th year cities for the walk to the river wall.

Seattle Prepares For Trade With People’s China

SEATTLE — “The Port of Seattle is prepared to handle whatever trade develops between the People’s Republic of China and the United States,” according to Captain Merle Adlim, president of the Port of Seattle Commission.

Port Manager J. Eldon Opheim recently cautioned about expecting quick results in the China trade, but also said that “the Port hopes to be able to handle mainland China’s traffic destined for points in Canada as well as the United States.”

Kaiser Unveils “Speed-tainer”

OAKLAND—Kaiser engineers here have developed a computer and automation to make one man do the work of 20. The projected “speed-tainer” system is an admirably cost method of high-speed selection, storage and shipboard delivery of containers, almost totally guided by the computer and untouched by human hands.

Kaiser says that it now takes about one man hour of labor to unload and load a container. Their system would allow one man to move twenty containers in the same length of time.

The design amounts to a huge building of many cells, each capable of holding a container of various sizes. “Stacker cranes” within the structure unload arriving trucks, move them to storage, and send them aboard ship or into a holding cell. Upon the demand of a computer, vans can be delivered to small electric railroad cars, delivered to shipside and loaded aboard. The computer knows where each container is and can be programmed to load according to the ship’s requirements.

By storing containers in high structures instead of side-by-side on

Nettie Craycroft Marks 25 Years in Auxiliaries

预算是—Presentation of the coveted 25-year pin to Nettie Craycroft, Washington state vice-president of the Federated Auxiliaries, highlighted the Anniversary Luncheon of Auxiliary 8, May 20. She has been active in auxiliaries here, and in Rainier and Portland.

During her decade as Washington state VP, Mrs. Craycroft has represented the Federated at meetings of women for peace, and is credited as being the spark plug in organizing letter writing campaigns to Congressmen and legislators. She has held many posts in her own auxiliary—the largest in the Northwest—including president, vice-president and corresponding secretary.

Big Discovery

SACRAMENTO — What hundreds of the thousands of CalFnA members have known for some time has finally been told to the state legislature by an official authority.

“We are,” Legislative Analyst A. Alon Post advised the legislature, “in a period of acute depression in California.”

SCHOLARSHIP — A highlight of a recent overflow joint meeting of Locals 19, 25 and 98 in Seattle — gathered to hear a report on negotiations — was ILWU president Bill Goheen, who was giving a speech which is the most active and productive. If we have a call to battle, we should know that ‘Dutch’ Goheen will be there to share his wisdom and experience with younger members.

Local 18 Gives Party For Waldo Molina

SACRAMENTO — Local 18 longshoreman, a 37-year veteran, was given a retirement party on June 1 by all the members of his local. Cokey the local’s former forrester spoke these few words: “I believe the greatest tribute a man can make to his fellow workers. This has certainly been exemplified by the action of this rank and file who are honoring our brother with this testimonial dinner.”

Brother Molina has always been dedicated to the trade union movement. He now intends to continue his unselfish service to his fellow workers. He has been a constant and a staunch supporter of his local union.

Three Franklins Graduate

SAN FRANCISCO — Local 34 brothers of F. Odell Franklin know what he’s been doing with his wages over the years.

During this month of June this is what’s happened in the Franklin family: Alma, who is master of business administration from the University of California at Berkeley; Wesley Michael Franklin, a Bachelor of Science degree; and Carolyn A. Franklin, a Bachelor of Arts degree from San Francisco State College.

Enough said.

Rus Voght Fetes Fiftieth

MONTEREY — Almost every old-timer in the Monterey Bay Area must remember Rusell (Russ) Voght, who spent 25 years in Bill Rush’s gang No. 55. Rus was a member of the Bay Fleet in 1966, and had a bad stroke the next year.

But he’s still smiling — especially after he and his wife Hazel celebrated their 50th wedding anniversary on June 7. There were lots of guests and grandchildren and great food at the Westernaires’ Dela Vina Ave., Monterey, Calif. Russ would like to hear from friends.

New Local 10 Welfare Director

SAN FRANCISCO — In a special election held May 25, Colthirst was elected new Local 10 welfare director. He replaces the retiring director, Julius Stearn.

Colthirst, 40, has been a longshoreman since 1960, becoming an “A” man in 1963. He is also a graduate of the University of San Francisco.

Persons
More on Arbitration Decision

Continued from Page 6—

pressed by the Union motion presented as Employers' Exhibit No. 1.

DISCUSSION:

In view of the fact that Coast negotiations were being held up over the 9.43 issue, the Arbitrator concluded that the Union had the right to withdraw from the Area and to proceed directly to arbitration, especially as the Employers' motion was made in the same context.

After a lunch recess, the Arbitrator made the following decision (attached). On questioning by the Employers, the Arbitrator stated that the decisions on the two motions were to be implemented simultaneously.

INTERIM DECISION BY AREA

(1) With regard to the Union's motion, which reads:

"That the equalization of work opportunity between 9.43 men and members of the fully registered work force working out of the hall shall be put into effect by the parties:"

a) The Arbitrator has jurisdiction to act on this motion.

b) The principle of equalization of work opportunity set forth in Sec- tion 10.1 applies to the relation between 9.43 steady men and skilled men working out of the hiring hall. This is clearly established by CLRC No. 17-1966 in the answer which provided that where economic conditions warrant, the Union may raise the issue for equalization through the grievance machinery.

c) The parties are instructed to meet at once and to negotiate on the application of the Section 10.1 requirement of work equalization to the 9.43 steady men.

(2) With regard to the Employers' motion:

"That the Employers will agree to proceeding directly to arbitration on the Union's motion provided that the Union stop coercing 9.43 men to leave their jobs in violation of Kagel's award of November 27, 1967 and that they agree to provide for those men who have left their jobs pursuant to Union action are returned to work on the committee should con- cerned.

a) The Union motion, submitted as Employers' Exhibit No. 1, is in vi- olation of the Kagel award, most especially paragraph A which reads:

"All men now working under Sec- tion 9.43 of the PLC/CD shall return to the hiring hall no later than 12:00 o'clock P.M., June 9, 1971, and no other man shall take their place."

This violates paragraph 2, of the Kagel award of August 14, 1967 which reads:

"The Union may not directly or indirectly by threats, coercion or otherwise interfere with the rights of an individual to go steady or remain steady."

The Union motion referred to as Employers' Exhibit No. 1 directly in- terferes with the rights of the steady men to go or to remain steady.

The Union motion is also in con- flict with Kagel's decision of Novem- ber 25, 1967, paragraph 1 which found Local 13 in violation of the August 14 award for doing essential- ly what Local 10 is now doing. This paragraph states:

b) 9.43 men shall be accorded the right to "go steady or remain steady" without direct or indirect interference by the Union.

Lincoln Fairley
Area Arbitrator

June 8, 1971

Oregon

Reactionaries Wheel and Deal

To Defeat Popular Peace Bill

SALEM — The Oregon legislature adjourned June 10 after 159 days of session, during which time an ill-conceived measure to prevent Oregon boys from fighting overseas in undeclared wars was stalled.

According to Columbia River Dis- trict Council lobbyist John Olson, whose measure easily passed the Senate — was tied up in the lower House by a parliamentary maneuver- ing by a few reactionary legislators.

In fact, from the very beginning, house speaker Robert F. Smith, a Republican from Clackamas, had made it clear that he wanted the bill buried.

After June 3 hearings by a State and General Affairs Subcommittee, normal procedure would have been to hold full committee hearings and then move to the floor for a vote. Presured by the AFL-CIO, the ILWU, and other unions, Democrats at- tempted to get the bill to the full committee.

Local 6 Peace Committee

Seeking Volunteers

SAN FRANCISCO — Local 6 has called for volunteers to work on its Peace Committee, carrying out the Peace Activities Resolution adopted at the International convention, subsequently adopted by the Local 6 membership.

A Peace Committee has been es- tablished by members of the Pacific and East Bay divisions. Those wishing to work on the committee should contact the union office (601-7899) leaving their name and place of work. They will be informed of future meetings.

But in a major parliamentary maneuver, Speaker Smith blocked the subcommittee so that it could not function. With the subcommittee dissolved, the full committee did not act on the measure unless all members were present. And one member, Marion County Republican Jack Anudsen, actually went into hiding, according to Olson.

On June 7, Reps. Frank Roberts and Doug Graham of Portland, and Leon Tories of Eugene, made a plea on the House floor to suspend the rules so that the bill could be voted on. The vote was 33 to 26 in favor of suspending the rules but this fell short of the necessary two-thirds vote.

The next day representatives of the ILWU Federated Auxiliaries, the Vietnam Veterans Against the War and others appeared to support the bill. That afternoon Representative Jack Ripper (of Coos County) said that he couldn't go home and face his two sons, one of whom spent a year in Vietnam, and his constitu- ents, without making another effort to get the bill out of the committee.

"Rules are all very well but the integrity of the House is more im- portant," he said. The vote fell short that day as it did on the final try on June 9. In fact, the machinations of House Speaker Smith had buried the bill.

Olson noted that "more than 640 Oregon boys have died in Vietnam, and there are 127 in the June draft pool. Try telling them you can't sus- pend the rules!"

We hear, via the outdoor grape- vine, that Earl Leeper, retired winch driver from Local 13, Wilmington, is having a trouble with his wife. She catches more fish than he does, both catfish and trout. That's the way it goes, Earl, teach 'em ev- erything you know about the angling arts and they'll outdo you, two to one. It's downright mortifying.

The Leepers have fished over the west's far fishing acres, in Idaho, Washington, Oregon and California, and from what information I have on hand, in lakes, streams, ponds, creeks and saltchuck. Regarding the last category, the saltchuck, it ap- pears that there is where Earl has the edge over his Missus and the following photo offers graphic evi- dence.

A controversial matter between anglers is the relative powers of "trout" and "spiny ray finsters." I feel it's strictly a matter of personal taste. One way to do your own thing is to tell them you can't sus- pend the rules!"

Fred Goetz, Dept. TD
2833 S.E. 35th Place
Portland, Oregon 97202

Please mention your local number. The offer is open to all members of the ILWU, the members of their families, and, of course, retired members.
SAN FRANCISCO — At the time the dispute went to press the Pacific Maritime Association, in a dispute with longshore Local 10, had ordered vessels diverted from the San Francisco Bay Area to other ports on the coast and had asked its members to refuse cargo for export.

A few vessels were still working to finish, but it appeared the entire port area was coming to a standstill as no new starts were being ordered by PMA member companies.

The dispute between Local 10 and the PMA was heard by area arbitrator Lincoln Fairley. Below, we publish the interim arbitration decision in full.

BACKGROUND:

The regular order of business at the LRC in the morning of June 8 had been suspended by mutual agreement to consider the issue later formulated in the following Union motion:

“That the equalization of work opportunity between 9.43 men and skilled men working out of the hiring hall had been raised by the Union in the LRC for April 27, 1970 and had been dealt with in Area Award 45-70. Since then economic conditions had deteriorated so that the discrepancy in work opportunity had become more marked, thus justifying renewed and immediate consideration of the issue. A number of attempts had been made by the Union both in LRC and informally to answer the questions raised in Case 45-70 and to work out a procedure for getting equalization implemented. Unable to make any progress in LRC the Union had referred the issue to Area at the LRC meeting of March 9, 1971. Now, the Union argued, Coast negotiations have been broken off in part over issues involving 9.43 men and it is urgent to waive Area and proceed directly to arbitration.

The Union contended that Section 16.1 of the PCLCD which requires equalization of work opportunity applies to 9.43 steady men as to all other longshoremen, and that under the CLRC ruling in No. 17, November 8, 1966, item 1, (p. 164 of the PC LCD, Addendum on Steady Skilled Men) the Union is entitled to raise the question of equalization when economic conditions warrant. The Union would never have agreed to Section 10.1 if they had not believed that Section 10.1 applies to 9.43 men. Section 10.1 or its equivalent has been in the Contract since 1934.

The Union said that it was not asking the Arbitrator to rule on how equalization should be implemented, but to hold that Section 10.1 applied and to instruct the parties to negotiate immediately on its implementation.

THE EMPLOYERS’ POSITION:

The Employers objected to proceeding on the Union’s motion because the matter had been sent to Area and had not been acted upon there. The Union had not even requested an Area meeting since the March referral of the issue to Area.

They repeated, however, their motion quoted above.

In support of their motion, the Employers submitted as Employers’ Exhibit No. 1, the following motion which, they said, had been adopted by a Local 10 membership meeting:

“ALL 9.43 MEN BACK TO THE HIRING HALL.”

“ALL 9.43 MEN now working under Section 9.43 of the Pacific Coast Longshoremen Contract Document shall return to the Hiring Hall no later than 12:00 O'clock P.M., June 9, 1971, and no other men shall take their place.

B. 9.43 men returning to the hiring hall shall sign in on their accumulated hours.

C. 9.43 men signing in on their accumulated hours shall return to their original category they worked from before going steady.

D. The membership instruct the officials to use the necessary means to enforce paragraphs A, B and C of the motion.

E. This motion is temporary pending final language to be negotiated under the San Francisco Port Working Rules.”

The Employers contended that this motion was in violation of Coast Arbitrator Kagel’s award of November 27, 1967 (Employers’ Exhibit No. 2) in which he had found Locals 10 and 13 in violation of either the Social Contract or of his earlier award of August 8, 1966, in case of Section 10.1 because of union actions comparable to the policy expressed in the LRC motion.

The Employers argued that there had been a number of attempts to get to Area, and that a procedure for getting the longshoremen to return to the hiring hall had been refused.

Union’s Proposal on Hawaii

Stevedore Industry Negotiating Committee

Mr. Bernard Eilerts
Hawaii Employers Council
P.O. Box 9668
Honolulu, Hawaii 96820

Dear Mr. Eilerts:

Enclosed is the Union’s proposal to have work continue in Hawaii and contracts extended regardless of what action might be taken on the mainland at the end of next month.

Yours very truly,

Harry Bridges
Chairman
Coast Negotiating Committee

Coast Committee Letter

On Local Negotiations

May 12, 1971

Dear Sirs and Brothers:

The ILWU Negotiating Committee requests the Local committees to start negotiating the following longshore/clerk items that are referred to Local negotiations:

1. Hiring & Disputing Rules
2. Local Miscellaneous Agreements
3. Manning Scales other than basic minimum manning
4. Section 9.43
5. Travel Time & Transportation
6. Port Authority Agreements
7. Promotions & Training Rules
8. Clerk Port Supplements

All Locals and areas should start negotiating immediately. The size and rules governing the teams shall be determined locally. Negotiations should proceed with PMA and non-PMA employers.

The idea of the Coast Negotiating Committee referring these items to Local negotiations is to give the Local Negotiating teams full authority to negotiate and complete settlement. This means specifically that no coastwise agreement will be concluded and recommended to the membership for ratification — no matter what such agreement contains by way of wages, pensions, etc. — until theLocals agree the items are completed to the Local’s or area’s satisfaction.

In addition, in the event negotiations break down, strike votes are taken and made effective, and all ports go on strike, the strike shall not be called off until, again, Local settlements are reached on the matters referred to the Locals and areas, such settlements to be satisfactory to the Local.

For your information, on Manning, Item 3, a great deal of progress was made at the coast level. Basic Manning is still kept at the coast level.

On T-letter manning, tentatively accepted by PMA, the procedure and manning scale determine the manning scale under which new operations will start. If no local manning scale is agreed upon to start a new operation, the arbitrator shall decide how a job can get started. His decision can be changed after the actual operation has been observed.

On 9.43, at the final coast negotiating meeting the employers proposed that application of 9.43 exclude lift drivers and winch drivers, in an effort to negotiate 9.43 at the coast level, and agreed that the original intent of 9.43 was that all provisions of the contract, such as seniority, promotions, equalization of hours, etc., governed 9.43 like any other category under the basic longshore agreement.

The Arbitrator’s Decision on Local 10 - PMA Beef

Arbitrator’s Decision on Local 10 - PMA Beef