Hawaii dock contracts ratified

HONOLULU — After months of difficult negotiations, members of ILWU Local 142 have approved excellent new three-year contracts covering 700 longshoremen, clerks and other "satellite" waterfront employees.

The only contract remaining to be completed covers Matson Container Freight Station employees. Negotiations were continuing as this issue of The Dispatcher goes to press.

All the Hawaii waterfront contracts expired on June 30, 1981, and were extended into the summer and fall as negotiations continued. All will run from July 1, 1981 to June 30, 1984.

Hawaii longshoremen received the same wage increase as their counterparts on the west coast: $1.30 the first year, $1.30 the second year and $1.25 the third year. A key breakthrough in the longshore talks was the achievement of parity with the West Coast on hours—Hawaii longshoremen will now receive six hours straight-time pay and two hours overtime.

Substantial wage increases were negotiated for wharf clerks, bulk sugar workers, Matson security guards (Local 160), maintenance shop workers, freight clerks, utility, Young Brothers office and clerical workers.

Among the fringe benefit improvements in the longshore and satellite contracts are:

- **Pensions:** Benefits are to be based on $30 per month up to a maximum of 30 years of service, which totals $780 monthly, effective July 1, 1981. For early retirees the bridge payments are increased from $130 to $200 per month, from age 42 to age 60. Provision is made for actuarially reduced bridge payments based on $250 to take care of those who retired prior to July 1, 1981.

- **Medical:** Major medical coverage is increased to $250,000. Chiropractic and outpatient diathermy care is provided. For pensioners, who retired prior to July 1, 1975, premium payments will be shared as follows: 80% by the company and 20% by the retiree. The premium plan allows up to $50 for glasses and contact lenses on a co-insurance basis. Dental/orthodontic care is increased to $2,000, with the plan paying 70% and the employee 30% of the costs. Pensioners, their spouses and dependent children are now covered.

Joe Soares was chairman of the negotiating committee. Howard Tanaka was secretary. The committee was assisted by International President Jim Herman and Regional Director Tommy Trask.

**Pine caucus sets strategy**

HONOLULU — Pineapple industry delegates at the 12th Local 142 Convention remained in town for a two-day caucus, Sept. 26-27, to discuss contract demands for upcoming negotiations. Their agreement expires January 31, 1982.

Delegates represented Maui Pine in Kauhului, Halimaile and Honolulu; Molokai Del Monte, Dole Laniakai, and on Oahu—Dole Honolulu and Wahiawa, and Del Monte Honolulu and Kaua‘i.

**Let's not kid ourselves!**

"Greed and opportunism are what lie at the heart of the industry's attack on the Longshore Comp Act. There is not one single section of the bill which would benefit an injured worker, eliminate administrative delays or improve working conditions on the waterfront. It's a ripoff pure and simple . . . Congress is playing with a loaded gun."

More on longshore comp, page 4

**Scrap yards struck; 10c bid dumped**

LOS ANGELES — Some 400 members of ILWU Local 26 employed in the scrap industry went out on strike October 27, after rejecting a "totally inadequate and insulting" offer from their employers.

"They pled poverty," said Local 26 President Joe Ibarra. "So we offered them a one-year agreement with cost-of-living protection for the workers. But they came back with an offer of 1% the first year, 5c and 5c in the second and third years. Plus they put some takeaways, on the table, involving sick leave and last time for stewards involved in grievance meetings."

Local 26 struck Hugo Neu Proler Co., on October 27 and was promptly locked out by other employers, including Luria Brothers, Mid-City Metals, National Metals, Alpert and Alpert, Newman Iron, Purdy Co. and Clean Steel.

**Canadian labor plans huge rally**

Canadian labor is gearing up for a massive demonstration in Ottawa, the nation's capital, on November 21. The gathering, somewhat similar in intent to the Solidarity rally by US labor in Washington September 19, is being organized by the two million member Canadian Labour Congress. The central theme of the rally will be to protest against high interest rates, which are today well in excess of 20% in Canada.

Local demonstrations will also be held by provincial federations of labor and urban labor councils.

It is estimated that one in every ten people now buying their homes on mortgages will lose them when the mortgages are renewed at the current high rate of interest.

**ILWU SUPPORT**

The Canadian Area of the ILWU and ILWU locals in British Columbia are giving the November 21 demonstration their full backing.

"We plan that this will be the biggest demonstration that has been put on in this country," said CLC president Dennis McDermott. "High interest rates are having a ruinous effect on the economy. Hopefully we'll deliver a very clear message to the politicians of this country."

The CLC president also said that labor plans to enlist the support of consumer, church and other groups in the protest against high interest rates.

Playing 'Reaganopoly'

see pages 4-5

**EDB danger**

see page 5
The Pentagon—the only government department whose job is to keep US citizens alive—spends as much as $9 billion a month. It is only a coincidence that in the summer of 1981, the Pentagon spent $9 billion a month to keep the citizens of the United States alive.

Acareer in software

The problem is evident in the spiraling cost of President Reagan's defense buildup—budget-cutting is—under pressure to cut—over the past 12 months. The White House says that the Department of Defense managed to save $54 billion in the past year. Others say the loss is billions higher.

Some congressional leaders, preparing for the market in additional defense goods, are fighting mad over the waste and fraud. The House Appropriations Committee, for example, is fighting mad over the waste and fraud. The House Appropriations Committee, for example, is fighting mad over the waste and fraud.

They warn that the Reagan administration's proposal to allocate $1 trillion for new ships, planes, tanks, missile systems and other major programs over the next five years will feed the Pentagon's appetite for more and more weapons. The spectrum of weapons includes 47 major programs costing $21 billion for the F-16 fighter from 15 to 8 per month, the Air Force estimates. The price tag for 47 major programs. The Pentagon's habit of "stretchouts" are taking an even greater toll on the budget—cutting ax—is under pressure to cut—over the past 12 months. The White House says that the Department of Defense managed to save $54 billion in the past year. Others say the loss is billions higher.

Acareer in software

The Pentagon—the only government department whose job is to keep US citizens alive—spends as much as $9 billion a month. It is only a coincidence that in the summer of 1981, the Pentagon spent $9 billion a month to keep the citizens of the United States alive.

Acareer in software

The Pentagon—the only government department whose job is to keep US citizens alive—spends as much as $9 billion a month. It is only a coincidence that in the summer of 1981, the Pentagon spent $9 billion a month to keep the citizens of the United States alive.

Acareer in software

The Pentagon—the only government department whose job is to keep US citizens alive—spends as much as $9 billion a month. It is only a coincidence that in the summer of 1981, the Pentagon spent $9 billion a month to keep the citizens of the United States alive.

Acareer in software

The Pentagon—the only government department whose job is to keep US citizens alive—spends as much as $9 billion a month. It is only a coincidence that in the summer of 1981, the Pentagon spent $9 billion a month to keep the citizens of the United States alive.
ILWU and Teamster pickets at Palermo Warehouses. The unions claim that Palermo’s operation is a successor corporation to the shut-down Gibraltar Warehouse.

**Strike threat wins solid agreement at Bumble Bee**

BELLEVUE, Wash. - Members of the ILWU and Teamsters Local 856 agreed to a new three-year agreement with Bumble Bee Seafoods, Inc. on September 1, 1982.

A meeting was held last month with Western Shop, covering 39 tugboat and lift truck mechanics in Portland. The agreement was ratified by an overwhelming majority vote. Approximately 260 workers are affected by its provisions.

Local 10 man killed in logging accident

GRAFTON-One member of the Port of Seattle's cruise ship industry was killed last month when a 32-foot log fell from a truck they were logging at the Port of Sacramento, October 6.

**Community Health Services**

The company agreed to contribute to the new IBU's Columbia River Division chalked up another victory recently when Pacific Northern Oil (see Dispatch October 6) agreed to reinstate employees locked out since August 19 and to recognize the union.

The two-year agreement was only signed by BA Joe Figueiredo, attorney Paul Arons and the Heublein grievance committee.

The case goes back to the summer of 1979 when Johnson, a Local 6 assistant steward at Heublein, was discharged by the company. Johnson was found guilty of violation of company labor policies and was discharged. The arbitrator ruled that Johnson, be- cause of the company's partial refusal to perform his duties, had done nothing to help the company.

The company argued that Johnson, be- cause of the company's partial refusal to perform his duties, had done nothing to help the company.

Local 9 gains at Port of Seattle

SEATTLE—The approximately 80 mem- bers of Local 9, who work at Waterway Terminals, have won a few new improvements which will increase wages by a total of $3.65—$3.10 the first year, $1.15 the second year and $0.75 the third year.

The agreement was negotiated by Local 9 Secretary-Treasurer Bob Hargis, with bargaining unit members Ron Edson, Ed Dan Dorman.

The new contract calls for 11%-12q increases in the average wage rate for the first agreement, 6%-7q for the second and 5%-6q for the third.

The agreement provides wage increases of 6q in the first year, 9q in the second year, an additional holiday, and improve- ments for the 160-180 members of the union.

**Local 35 wins at Gibraltar Warehouse**

BELLINGHAM, Wash. — Members of ILWU Local 35, who work at Gibraltar Warehouses, have approved a new agreement providing major improvements for the 350-400 members who work at Bumble Bee Seafoods, Inc. on the peak of the season.

The new agreement was signed by Joe Palestro, Vic-Pres-ident and General Man-ager of Gibraltar, and Secretary-Treasurer Bob Hargis, with the management of Knappton Corp.

Palestro, Vic-Pres-ident and General Man-ager of Gibraltar, and Secretary-Treasurer Bob Hargis, with the management of Knappton Corp.

Dunnigan and Massey met here October 6 and 7 with Western Shop, and Knappton's disapproval through letters, petitions, picketing Palestro in an attempt to put a stop to the operation. The unions claim that

The agreement provides wage increases of 6q in the first year, 9q in the second year, an additional holiday, and improve- ments for the 160-180 members of the union.

The agreement provides wage increases of 6q in the first year, 9q in the second year, an additional holiday, and improve- ments for the 160-180 members of the union.

Under the old agreement if a worker left the company for any reason before the season ended, he or she forfeited their vacation pay of 6q per hour. Under the new agreement workers who leave for any reason other than being fired for cause will be entitled to whatever vaca- tion pay had build up before termination.

The negotiating committee consisted of Lane, Local 3 President Ruth Schuberg, Bob Philpott, retired Teamster, and Florence Van Luvan, with International Vice-President George Martin.
Now's the time for all-out campaign to save dock compensation benefits

WASHINGTON, DC — Legislation which would take the heart out of the Longshore and Harbor Workers Compensation Act passed through the Senate Labor Committee on October 28, as expected. The bill, S. 1182, is sponsored by Sen. Don Nickles (R-Okla.) who was chairman of the subcommittee.

The approach taken by the pro-labor Senators on the subcommittee — at the urging of the ILWU and other involved unions — was not to offer any amendment to the bill but to simply vote against it in its entirety. Labor is expected to have more clout at the full Committee on Labor and Human Resources, where the bill will next be taken up.

Nickles bill would sharply reduce benefits, deny injured workers a choice of doctor and exclude many dock workers from coverage under the provisions of the federal dock comp act. The Nickles bill is backed by the Reagan administration and by a strong insurance company lobby which has been trying to dump the comp act ever since it was brought into line with modern realities in 1972.

Sen. Nickles introduced his own set of amendments to cut the overall character of the bill. In some cases, they make it worse.

On the substance of the bill, the Subcommittee split on party lines with pro-labor Senators Harrison Williams (D-N.J.), Edward Kennedy (D-Mass.), Don Riegle (D-Mich.), and Jennings Randolph (D-W.Va.) voting against Senators Nickles, Paula Hawkins (R-Fla.), Dan Quayle (R-Ind.), Orrin Hatch (R-Utah), and John East (R-N.C.) Randolph then voted with the Republicans to move the bill up for reconsideration by the full Committee, but repeated his opposition to its provisions.

The bill will be taken up by the full Committee on Labor and Human Resources some time after Thanksgiving, possibly not until next year. It will then go before the full Senate for a floor vote. At the moment, no action is scheduled in the House on HR 25, the lower house's equivalent to the Nickles bill.

If the respective bills pass by the House and Senate differ in any respect, a conference committee consisting of some Senators and some Representatives meets to resolve the differences, and the version they agree on goes back to both floors for approval. If both houses approve the conference version, it goes to the President for his signature.

Use winter recess

S.1182 is a ‘loaded gun,’ ILWU warns

SAN FRANCISCO—It wasn’t exactly the public hearing that the ILWU has been asking for, but an insurance industry seminar weeks ago was a forum of sorts on the proposed gutting of the Longshoremen’s & Harbor Workers’ Compensation Act.

The three-day seminar at the Airport Hilton was sponsored by the Industrial Claims Association, an organization of insurers, employers and legal and medical professionals in the compensation business.

Among the speakers October 31 were ILWU International President Jim Herman and the four leading critics of the Longshore Act, including US Senator Orrin Hatch (R-Utah), chairman of the Senate Labor & Human Resources Committee.

Hatch told the 600 ICA members that he favored revision of the act, citing what he called a pattern of corruption and abuse that had severely increased costs. But he contended that West Coast longshoremen shouldn’t suffer from a result, and said that holding hearings here on the pending revisions might be appropriate.

"We want, we want hearings," said Herman, "as people can articulate for our union a defense of that act from where we sit and where we work.”

VITAL BENEFITS

He said the act provides "vitally important benefits to workers engaged in some of the most hazardous occupations in the country," and stands as model compensation legislation which ought to form a basis for legislative improvements in state programs.

No one on the West Coast has ever been convicted of fraud in connection with the Longshore Compensation Act, he pointed out, and charged of alleged corruption elsewhere "may not serve as a device to take from innocent, hard-working people what they are entitled to."

"We’ve heard all about sky-high premiums, so-called ‘unpredictability,’ and ‘injury benefits,’" he said, but no insurance executive ever mentions "the scandalux ratio of paid claims to premiums collected, income tax avoidance schemes, and the alarming incidence of contested claims."

The solution to the problems that exist under the act lies not in cutting benefits for injured workers, he said, but in improving workplace health and safety programs, increasing funding and staffing for the Department of Labor to better administer the law, and regulating the private insurance industry so as to improve servicing of workers’ claims and reduce premium charges.

If passed as is, S. 1182 would cap tax-free benefit increases for injured workers and their families at 3%, deny injured workers free choice of physician, exclude many dock workers from coverage, and recalculate the maximum benefit formula.

"There is not one single section of the legislation which will benefit an injured worker, eliminate administrative delays, or improve working conditions in the industry," said Herman. "It’s a rip-off pure and simple, and you who support it ought not to be ashamed to call it such."

1972 BARGAIN

Herman said the act is a direct result of the hard bargaining in 1972 in which longshoremen and other affected workers agreed to forego their right to file third-party lawsuits against vessel owners in exchange for basic improvements in the act.

The stevedores got relief and put the benefits in their pockets," charged Herman. He called their efforts to seek further relief in the political arena during the legislature’s “momentary” shift to the right a betrayal of the ’72 agreement and bargaining process.

"I note with some surprise that no one here has suggested that our third-party option be restored, along with all those other changes they want so badly. It’s very convenient for the maritime industry to forget a bargain that was made nine years ago, but our memory is a little better.

"We’re available if people want to forget the cheap shot and concentrate on healthy and productive and viable ways of getting change, if change is legitimate," said Herman. "But the change that is offered and the change that is sought clearly is suspect when the same people who yearned for our help and reached out for our support now duck and dodge, behind retrogressive legislation unilaterally achieved. It won’t work.

"And it’s the stevedores companies here that should bear me loud," he added, "because we will get it back at the bargaining table or, if some other dimension to struggle is necessary, we’ll do it that way.”
WILMINGTON — "Our only concern is the health of the membership. We are unwilling to be part of an experiment where the result might be sterility, cancer, or some other diseases that nobody even knows about."

That, in a nutshell, continues to be the position of the ILWU—as spelled out by Local 13 President Louis Rios—on the issue of handling fruit and other cargo which have been sprayed with an extremely toxic chemical, ethyl dibromide (EDB). The chemical is being used at the insistence of Japanese purchasers who fear the importation of the Mediterranean Fruit Fly.

Tests indicate the skin contact with EDB liquid may result in burning, redness, blistering and swelling, and inhalation of EDB gas might cause cancer and/or sterility.

In a study conducted by the National Cancer Institute (NCI), EDB produced cancer in 40% of the animals exposed to a concentration of 10 parts per million (10 ppm). A separate study of workers in which sperm samples were taken indicates that EDB may also cause sterility (reduced sperm count) at exposure levels as low as one-half of a part per million or 500 parts per billion. This finding is substantiated by animal experiments in which EDB caused degeneration of the testes, abnormal sperm, and reduced sperm counts.

Other studies have further linked EDB to birth defects and miscarriages.

The current Federal OSHA exposure limit to EDB is 20 parts per million—which is twice the level which produced cancer in 40% of the test animals. As a result of the widespread fumigation and worker exposure, and due to the toxic properties of EDB, the California Division of Occupational Safety and Health (DOSH) proposed in early August an emergency temporary standard for EDB of 15 parts per billion (ppb) — a reduction of over one thousand fold.

SUNKIST AGREEMENT

Local 13 last month worked out an arrangement with Sunkist, a major exporter of lemons in Southern California, which provided that all shipments sprayed with EDB would be containerized, and that men working around the fumigated cargo were to be given breathing apparatus to protect them from off-gassing around the containers.

"We thought we had it worked out," Rios said, "and were working containers from Sunkist on a routine basis under the agreement."

In mid-October, however, Sunkist sent two open trucks loaded with EDB-sprayed lemons down to Pier 3, Long Beach. When members of the IBT refused to move the cargo into the warehouse, the company hired scabs to handle the cargo. "Local 13 then pulled everyone off the ship and shut down the entire operation." As this issue of The Dispatcher goes to press, the trucks are still sitting outside pier 3, off-gassing EDB.

"We don't know why they pulled this, except to provoke some kind of showdown," said Rios.

LOCAL 10 AGREEMENT

The issue has been raised, with less contention, in Northern California, where Matson, Sealand and other companies have cooperated with Local 10 in establishing appropriate methods for handling EDB-treated cargo.

"We thought we had it worked out," Rios pointed out, "and were working containers from Sunkist on a routine basis under the agreement."

In mid-October, however, Sunkist sent two open trucks loaded with EDB-sprayed lemons down to Pier 3, Long Beach. As members of the IBT refused to move the cargo into the warehouse, the company hired scabs to handle the cargo. "Local 13 then pulled everyone off the ship and shut down the entire operation." As this issue of The Dispatcher goes to press, the trucks are still sitting outside pier 3, off-gassing EDB.

"We don't know why they pulled this, except to provoke some kind of showdown," said Rios.

LOCAL 14 AGREEMENT

The issue has been raised, with less contention, in Northern California, where Matson, Sealand and other companies have cooperated with Local 14 in establishing appropriate methods for handling EDB-treated cargo.

The first EDB-related work stoppage took place on the night of October 13 when Local 14 lashers stood by while 3 containers of EDB-sprayed papaya were monitored for exposure levels by Cal-OSHA personnel. (The cargo we've handled from Hawaii," Rios pointed out, "has not posed a problem. They have worked out means of using the chemical so that it..."
ILWU joins effort to return control of 'public television' to the public

SAND FrAnCISCO—A broad community coalition, dedicated to restoring meaningful local programming to the Bay Area, has called a meeting for November 11, at the Hall of Justice in San Francisco. The meeting will feature representatives from the ILWU, the Machinists', the Teamsters' unions, as well as community groups and individuals who are interested in local television. The meeting will be held at 7:30 p.m., and will include a panel discussion on the future of public television in the Bay Area. All are welcome to attend.

A RAP BAD
"Labor unions and working people get a bad rap off the air," said ILWU President James Jimmerson. "We are often portrayed either as gangsters or Archie Bunker-type dummies. Frankly, I'm going to do everything in my power to see that this does not happen. At least get this on the air to present a more honest picture of what American working people are all about."

The coalition includes Edmondono, President of the League of Latin American Citizens and other coalition leaders.

Welcome work for Local 50

ASTORIA—Members of Local 50 were working in the old Flaherty grain elevator, as this was written, getting it ready for a tennis court.

The Port of Astoria approved a 6-month contract October 13 with St. Michelle Vineyards, a wholly-owned subsidiary of American Tobacco Co., to ship corn grown in Eastern Washington into the Port of Astoria, on Oregon Coast. The corn will be used for livestock and poultry feed.

The corn will be off-loaded from the Astoria Northern into the elevators, out of town, and transferred to Korean-flag ships.

The first of the 10-car "corn trains" arrived on November 11, 1981, and will make 10 trips to the Port of Astoria.

The movement, although a short-term deal, will provide work for 12 men, and is very important in this job-short port. It may lead to more cargo in the future, since, in the opinion of Port of Astoria's executive director Floyd Blaydon, "it will have demonstrated that the electricians can be used here and on the Astoria Northern into the elevators, out of town, and transferred to Korean-flag ships."

Jobs are short on Oregon coast

NORTH BEND—"Work on the water-front is very, very slow," reports Local 72 Reefer. "Some of our men have little work, and there's little spurt of work right now on log ships, but it's temporary."

People are moving out of Coos County because of the job situation. One man said his water shut off. In nearby Reedsport, port officials are mailing out the following notice to the people who are working to cancel water and sewer charges.

"Many people have exhausted their unemployment benefits. The official rate in September was 14.8%, but Bailey believes it is closer to 20%. "People who have exhausted their benefits don't show up in the statistics."

Georgia-Pacific which closed a plywood mill in 1979, laying off 200, a hardboard plant with 125, and announced recently a closure of its glaze plant, announced six jobs openings October 25 in its sawmill.

Alcohol Problems?

If you are a longshoreman, clerk or boss with an alcohol problem, or know one, call the ILWU-PMA Alcoholism Recovery Program representative in your area. They are trained to offer personal and family counseling, referral and other services—all on a confidential basis.

Local 6 Business Agent Abba Ramos, left, and Machinists' Lodge 1305 Secretary Jim Elliot, are leading the drive for the board of directors of the San Francisco public television station, KQED. (LULAR) Gwen Craig, president of the Harvey Milk Democratic Club, Carol Ross, independent producer and former KQED news reporter; Lotzi Ding, independent producer; Ellen Karel, educational coordinator.

Local 6 Business Agent Abba Ramos, left, and Machinists' Lodge 1305 Secretary Jim Elliot, are leading the drive for the board of directors of the San Francisco public television station, KQED.

Local 6, ILWU, Crescent City, will hold its primary election November 11, 1981, and final election December 5, 1981, to fill positions of president, vice president, secretary-treasurer, recording secretary, and 2 members of the executive board. Nominations will be made at the November 11 stopwork meeting. Polling will be between the hours of 7:00 a.m. to 6:00 p.m. at 4 Berry Street at the Embarcadero, San Francisco.

Local 34, San Francisco

Local 34, ILWU, San Francisco, will hold a mail ballot to fill the offices of president, vice president, secretary-treasurer, recording secretary, and 2 members of the executive board. Nominations will be made at the November 11 stopwork meeting. Polling will be between the hours of 7:00 a.m. to 6:00 p.m. at 4 Berry Street at the Embarcadero, San Francisco.

Local 49, Crescent City

Local 49, ILWU, Crescent City, will hold its primary election November 11, 1981, and final election December 5, 1981, to fill positions of president, vice president, secretary-treasurer, recording secretary, and 2 members of the executive board. Nominations will be made at the November 11 stopwork meeting. Polling will be between the hours of 7:00 a.m. to 6:00 p.m. at 95 N. Washington St.

Local 49, Crescent City

Local 49, ILWU, Crescent City, will hold its primary election November 11, 1981, and final election December 5, 1981, to fill positions of president, vice president, secretary-treasurer, recording secretary, and 2 members of the executive board. Nominations will be made at the November 11 stopwork meeting. Polling will be between the hours of 7:00 a.m. to 6:00 p.m. at 95 N. Washington St.

Columbia River/Oregon Coast Area

Jim Omp, Local 8

Phone: (503) 251-6602

Puget Sound/Washington Area

Frank Dwyer, Local 8

Phone: (206) 621-1038
Budget cuts threaten NLRB

by Mike Lewis
ILWU Washington Representative

WASHINGTON, DC — Budget cutbacks for fiscal 1982 will lead to an unprecedented backlog of unresolved labor-management disputes before the National Labor Relations Board.

In the short run, the agency’s primary problem is in its budget and a related shortage of administrative-law judges to preside over dispute hearings. For more than 30 years, the NLRB has been held up by the General Accounting Office and other analysts as a model of efficiency; one year the board appropriates $120 million, but $123 million in 1980, an average increase of 17% a year.

But the Reagan cuts in fiscal 1981 permitted an increase in the NLRB’s budget of only 5.5% to $135 million, although the agency took in enough cases to require a 16% increase. In 1982 the budget may be cut back to $132 million.

Reagan’s latest 12 percent across-the-board budget cut request would cut the Board’s budget from his January recommended level of $128 million (and from its actual FY 1981 level of $116.4 million) to $112.6 million—a huge cut, considering inflation.

"For the first time the NLRB will have funds that are inadequate to the work load, and we will see a deterioration in our performance," concedes an NLRB administrator. NLRB sources say that the case backlog is likely to exceed 26,000 in the fiscal year starting October 1, up from a normal 4,000 in 1981.

The processing time for cases (already marked too slow) may double or triple in the next two or three years.

Much of this havoc will occur even if Congress boosts the board’s budget to $139 million, or an across-the-board 12 percent cut. (Previously known and feared as Unite Grocers, this team dropped the name this year when the company refused to pay their entry fee.)

Local 6’s Oakland Division team, composed of members employed at US Cold Storage, took second place with the help of its MVP, Rudy Oliver.

And last year’s champs, Local 13’s “Bill’s Boys” from Southern California, finished third.

The spirit trophy went to the United Grocers Oldtimers. All the players and rooters were treated to a hamburger and hot dog barbecue courtesy of Local 17.

The championship team of warehouse Local 17 poses with local president Willie Walker (front row center).

ILWU longshore locals monitor EDB hazards

Continued from Page 5—

poses no danger to the longshore work force.”

"Matson was completely cooperative," according to Local 19 Secretary-Treasurer Herb Mills, and agreed to monitor further shipments. We’ve also had good cooperation from Sealand and other companies.

A model agreement worked out by ILWU and Container Stevedoring on October 28 provided that:

1. The container(s) will be held at the gate until the monitoring results provided by the shipper are checked.

2. The container(s) will be received if the atmospheric concentration exceeds 15 ppb.

3. Container(s) that are received will be immediately parked in an isolated area, placarded, and roped off if necessary.

4. The container(s) shall then be monitored for EDB off-gassing.

5. If EDB concentrations are detectable, a 5-MICROGRAM VAPOR RESPIRATOR, No. 8712 or a respirator providing equivalent protection shall be provided those persons who are in any way directed to work against the container(s).

Dockers, widows on pension list

SAN FRANCISCO — Following is the November 1981 listing of dockworkers retired under various ILWU-PMC plans:


Local 11, North Bend: Bill C. Daggett, Richard Massey, Local 13,

Wilmington: Wayne M. Breining, Ernest A. Corns, James M. Flores, Stanley Holloway, Eugene Krebel, Donald D. Smith.


The widows are:

*Names in brackets are those of deceased husbands.

Dockers, widows on pension list

San Francisco — Following is the November 1981 listing of dockworkers retired under various ILWU-PMC plans:


Local 11, North Bend: Bill C. Daggett, Richard Massey, Local 13,

Wilmington: Wayne M. Breining, Ernest A. Corns, James M. Flores, Stanley Holloway, Eugene Krebel, Donald D. Smith.


The widows are:

*Names in brackets are those of deceased husbands.

Homeboys win slo-pitch tourney

SACRAMENTO—They came from as far south as Los Angeles to as far north as Tacoma. A record 26 ILWU softball teams converged on Elk Grove Park October 3 and 4 to compete in Local 17’s seventh annual slo-pitch tournament.

While no team went away disappointed in the fun and excitement of this year’s event, only one emerged as the ILWU’s best — the Local 17 Warshousemen.

UNBEATEN

Led by Most Valuable Player Carl Dexter, the hometown favorites took on all comers without a single loss.

The processing time for cases (already marked too slow) may double or triple in the next two or three years.

Much of this havoc will occur even if Congress boosts the board’s budget to $139 million, or an across-the-board 12 percent cut. (Previously known and feared as Unite Grocers, this team dropped the name this year when the company refused to pay their entry fee.)

Local 6’s Oakland Division team, composed of members employed at US Cold Storage, took second place with the help of its MVP, Rudy Oliver.

And last year’s champs, Local 13’s “Bill’s Boys” from Southern California, finished third.

The spirit trophy went to the United Grocers Oldtimers. All the players and rooters were treated to a hamburger and hot dog barbecue courtesy of Local 17.

 Dockers, widows on pension list

San Francisco — Following is the November 1981 listing of dockworkers retired under various ILWU-PMC plans:


Local 11, North Bend: Bill C. Daggett, Richard Massey, Local 13,

Wilmington: Wayne M. Breining, Ernest A. Corns, James M. Flores, Stanley Holloway, Eugene Krebel, Donald D. Smith.


The widows are:

*Names in brackets are those of deceased husbands.

Dockers, widows on pension list

San Francisco — Following is the November 1981 listing of dockworkers retired under various ILWU-PMC plans:


Local 11, North Bend: Bill C. Daggett, Richard Massey, Local 13,

Wilmington: Wayne M. Breining, Ernest A. Corns, James M. Flores, Stanley Holloway, Eugene Krebel, Donald D. Smith.


The widows are:

*Names in brackets are those of deceased husbands.

Dockers, widows on pension list

San Francisco — Following is the November 1981 listing of dockworkers retired under various ILWU-PMC plans:


Local 11, North Bend: Bill C. Daggett, Richard Massey, Local 13,

Wilmington: Wayne M. Breining, Ernest A. Corns, James M. Flores, Stanley Holloway, Eugene Krebel, Donald D. Smith.


The widows are:

*Names in brackets are those of deceased husbands.
Small step forward for ILA container rules

The International Longshoresmen’s Association has won what ILWU attorney Norman Leonard has called “a limited victory” in their fight to implement rules giving the union job protection rights in the handling of van-sized containers.

Last month, NLRB Administrative Law Judge Joel Harmatz, analyzing the development of containerization, the impact of containerization on longshore labor, and the evolution of the ILA’s rules on containers concluded that the rules were intended to and did preserve work of deep sea ILA labor. This is predicated upon the evidence that both before, during and after containerization, longshoremen unitized, palletized, etc., loose cargo, except that no claim was made for any work performed on shippers’ loads.

The judge considered the critical question as to whether containerization has produced a new product (intermodule transportation) thus creating work claimed by the rules which did not exist before, and whether the ILA rules seek extra work not covered by containerization. He had no problem answering the first question in the negative, but he had some trouble with the second question and he broke it down to specifics in the industry like NYCOOS, motor carriers, and warehousemen. He came up with entirely different answers in entirely different situations depending upon the particular facts involved.

The judge makes two rulings that should be extremely helpful. He throws out the abandonment argument, and he disposes of the “right to control” issue, by saying it is the steamship companies that controlled the entire process of containerization from the beginning. It was their control of the technology that made it possible for the distributors, warehouses etc. to get into the field.

“All of this is to the good, Obviously the consolidators are going to file exceptions and the litigation will go on for a long time,” Leonard said.

The rules apply to ports from Maine to Texas and require that much of the handling of consolidated cargo containers must be done by ILA members, including their packing and unpacking. The rules apply to 50-mile zones around the ports.

The rules have been contested over the years by shippers and truckers. Except for a six-week period earlier this year, they have never been put into effect.

The rules currently are enjoined by a federal appeals court in Philadelphia. The Supreme Court, on an appeal of the injunction by the union, refused to review the federal court order. The injunction is likely to remain in effect until the NLRB issues a final decision on whether the rules are legal.

In his finding, Harmatz recommended dismissal of charges that the rules had been illegally applied in ports in New York, Philadelphia, and Jacksonville, Fla., but said that the ILA, and had unfairly sought to apply them in Baltimore, Hampton Roads, Va., and Miami.

Abe Feinglass dies

CHICAGO — The ILWU joins members of the United Food and Commercial Workers in mourning the death of that union’s Vice-President, Abe Feinglass.

Born in Bessarabia in 1910, Feinglass joined Local 25 of the Fur and Leather Workers when he was sixteen. He became a vice-president of the United Food and Commercial Workers when the Butchers and the Retail Clerks merged to form it in 1979.

“Abe was a unique character in the American labor movement,” said ILWU International President Jim Herman. “He was an outstanding trade unionist. But we remember him best as a man who showed tremendous courage in his opposition to war and racial discrimination, long before it was fashionable. He was a good friend of the ILWU during some tough times. He will not be replaced.”

ILWU Political Action Fund will make a difference

If you’ve had it with Reaganomics, and all that it represents, now’s the time to make a small contribution to the ILWU International Political Action Fund. It’s a solid investment in your own future.

This voluntary contribution of $1 per year will considerably strengthen the effectiveness of the union’s political efforts. The assistance and cooperation of each and every member is essential, and deeply appreciated.

ILWU members, both active and retired, are asked to make Political Action Fund contributions directly to the local of which they are or were a member.

The International has provided each local with a supply of Political Action Fund buttons, to be handed out to each person making a contribution.

The money thus collected will be disbursed by the titled officers for the purpose of political education, voter registration, legislative activities, contributions to candidates for public office and other purposes consistent with the goals of the International, as set forth in Article X, Section 2 of the International Union Constitution.