Computer jurisdiction protected

WILMINGTON—Clerks Local 63 has concluded negotiations with Trans-Pacific
Container Service Corporation (TRAPAC), which protects ILWU jurisdiction on key
cargo terminal operations. TRAPAC runs a dock
transfer terminal on the Los Angeles
waterfront.

The agreement was concluded on
December 8 shortly after Coast Arbitrator
Sam Kagel denied TRAPAC’s claim that it
had a right to transfer ILWU clerks’ work
to office personnel in Tokyo employed by its
parent company, Mitsuik OSK Lines.

“Our success here will have a very posi-
tive effect on the coast,” said International
President Jim Herman, who assisted local
officials in negotiating implementation of
the Kagel award. “An employer victory, on
the other hand, would have had a chilling
effect on the union’s jurisdiction in every
port covered by the contract.”

The agreement with TRAPAC was nego-
tiated by Local 63 President Jim Spinosa
and Vice-President Dave Miller, with the
assistance of Herman and Coast Commit-
tee member Robert Olvera. “We basically
got everything we wanted,” said Spinosa.
“It’s a tremendous boost to the job security
of our membership.”

The issue developed late last year when
an expansion of computer capacity permit-
ted Mitsuik’s Tokyo employees to enter infor-
mation necessary to the transfer of cargo in
Los Angeles.

Previously, ILWU clerks were responsi-
able for completing all entries on the EIR
Interchange Report/Receipt forms which provide information to
truckers for the delivery of mini-land-
bridge containers. The ILWU had estab-
lished clear jurisdiction over this work in
1978 negotiations, with related provisions
—continued on page 3

Labor’s agenda for new Congress

WASHINGTON, D.C.—The outlook for
labor legislation in the next Congress may
have improved marginally with the
strengthening of the Democratic majority in
the House and Senate, despite the elec-
tion of Vice-President George Bush as the
next president.

Unlike the first six years of the Reagan
administration, in which the Republicans
held the majority in the Senate, Bush will
face a Senate dominated by mainstream
Democrats and moderate Republicans.
The Democrats gained only one seat in the
Senate in the election, giving them a 52-48
majority, but gained five seats in the House
(262-173). The new Senate ratio does not
ensure the two-thirds necessary to over-
ride a veto, or the 60 votes needed to stop a
filibuster. But it may increase pressure on
the new president to compromise on some
of the “family issues,” such as child care
and parental leave, which were issues dur-
—continued on page 7
End the cold war

By JIM HERMAN
ILWU International President

The next president of the United States, George Bush, has a historic opportunity and an obligation to end the decades-long cold war between the United States and the Soviet Union. The opportunity is there in Moscow—its evident in the dramatic domestic and foreign policy reforms adopted by Mikhail S. Gorbachev since he became Soviet leader in 1985, and reinforced by Gorbachev’s dramatic presentation before the United Nations last week.

If George Bush lacks the vision and courage to seize the opportunity, he will be neglecting the best interests of the United States.

The cold war has become the greatest single threat to the national interest of the United States. Above all, it threatens our survival. Since 1945, in the words of physicist Carl Sagan, “the United States and the Soviet Union have booby-trapped the planet with almost 60,000 nuclear weapons,” far more than enough to destroy every city on earth and probably enough to destroy the global civilization.

The US and the USSR continue to exist today only because no one on the other side, and no accident anywhere else, has sprung the trap. The lesson of Chernobyl, of Iran Air Flight 655, of the Challenger disaster is that there is no infallible system to protect us against high-tech disasters.

$10 TRILLION DRAIN

The cold war is also sapping America’s economic health. The US has spent roughly $10 trillion dollars on the cold war during the past four decades. Imagine the economic, educational, medical, cultural and scientific sacrifices this has meant. It is the key to the decline of so many of our non-military industries, the largest budget and trade deficits in our history, and the astounding number of citizens in this the wealthiest country on earth who live in poverty.

The Soviet Prime Minister himself put it quite clearly in his UN speech: “Building up military power makes no country omnipotent. What is more, one-sided reliance on military power ultimately weakens other components of national security.”

Look at it another way: In 1981 the US had roughly 10,900 strategic nuclear weapons that could hit the USSR, while Moscow had 7,500 pointed at us. Today, we have 12,300, they have 10,800. In the Reagan years, the two sides have pursued an arms race that’s added so many new weapons to their arsenals that a 50% reduction would leave us about where we were in 1981. This says nothing of course about the development of new technology—always more accurate, more powerful and more deadly.

75 YEARS OF HOSTILITY

The cold war began in 1917, and has dominated relations between the USSR and the US since then. We have had a few intermittent outbreaks of “detente,” even a military alliance during World War II. But in general, hostility and mistrust is deeply embedded in both societies, sustained by a powerful array of institutions, elites and popular attitudes nearly three-quarters of a century old.

To go beyond it requires a solid grip on common sense, as well as bold leadership. Events since 1985 tell us that real progress is possible if the next US president meets Gorbachev half-way. President Reagan to his lasting credit, went further in that direction than most people thought possible. But it has not been nearly enough.

We are not at all persuaded that George Bush, given his record, has the guts and imagination necessary to take the next step. He will face tremendous pressure from his own extreme right, and from an armaments lobby with a tremendous vested interest in preserving the status quo.

IF NOT NOW, WHEN?

Bush should make it clear, as soon as possible, that he is prepared to engage in expedited disarmament talks, and to negotiate all outstanding issues between the USSR and the US. He should accept the USSR’s longstanding offer of a freeze on nuclear testing. He should indicate his readiness to work on economic and cultural agreements with the USSR.

When Gorbachev’s “radical” proposals to solve his country’s problems were opposed by his own die-hards, he responded, defiantly: “If not now, when? If not us, who?” The new American leadership can afford to ask no less.

I’ll close by wishing all of you, on behalf of all the International officers and staff, a peaceful and joyful holiday season. I would hope that all of us can find the resources at this time of year to reach down and find some way of extending our support and assistance to so many millions of people all over the world who are lacking the basic necessities—to those rendered homeless by natural disasters in Central America and Soviet Armenia, or to those in Ethiopia who continue to suffer from drought and famine and, of course, to the homeless in our own country.
reinforced—and dangerous—level.

The biggest problem is their proposal 'Management rights' demands defeated

IBU strikers at Pacific Tow include Newell Robison, Mike Lonich, Cliff Topalian, 'Taki' Takita and Jay Carlin.

Dock solidarity bousts IBU strike at Pacific Tow Boat

Los Angeles—After almost 18 months of dead-end negotiations with Pacific Tow Boat and Salvage (FCTO), which is the company's union (IBU), the marine division of the IBU, the ILWU's local 78, the company's union, the Company is offering a deal to the company's union in order to return to the negotiating table. It was the solidarity and support of the members that made it happen.

The first day of negotiations lasted only one hour. After that, the union's proposals and "offered" a deal to the company's union in order to return to the negotiating table. The final tally after last month's ratification vote showed the company's union 3 to 1.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate efficiently with labor-saving devices with only those employees deemed necessary.

Gratz. She said that getting a contract with

The employers also claimed that they had the right to operate e
Chickens roosting for Pres. Bush

BY MIKE LEWIS
ILWU Washington Representative

WASHINGTON, DC—We all read his lips, nodded our heads in one way or another and the President-elect is going to have our full support, or at least,fast, to stop the $200 billion annual federal deficit he helped create.

But since the wind of change is rising, the economy is spurring and the trade deficit is getting smaller we need to have a group of advocates the "trickle down" supply-side theory—who bought him the $811 trillion give-away—expect boom times to return to bale out the federal treasury.

George Bush, President-elect for the Office of Management and Budget, Michael Boskin, swears that "in my heart of hearts I don't think a tax increase is necessary." But that leaves plenty of room for his boss to follow the familiar Reagan theory—who brought us the 1981 tax give-away.

The new tax reform act only the richest 5% of Americans recognize the need for the 1986 tax reform act only the richest 5% of Americans. The theory that income has increased by 74%.

But it has expanded significantly and that the GNP, while non-Social Security tax revenue has declined far more significantly.

In terms of restoration," Henning said, "a good faith beginning by the Deukmejian administration for the State of California to resurrect Cal-OSHA, the worker health and safety program voted into existence in the November election under Proposition 97 was approved by the superior Cal-OSHA standards be enforced during the transition period by the state assembly met earlier this month. He said the paper's refusal to give the state's refusal to give the California Industrial Relations Director Ron Rinaldi, who vehemently opposed Cal-OSHA realignment along with the governor, said, that although it is his and Deukmejian's intention to completely and expeditiously comply with the will of the people, 'I don't believe the voters of this state, the Prop 97 authors, or the legislature expect Cal-OSHA to be restored overnight.'

He said he has already taken steps to reinspect Cal-OSHA to the January 1, 1987 levels as provided under Prop 97, including securing personnel, and that over 400 field offices have to be filled and nine field offices opened to restore the agency to its former glory.

Although the state plans to contact former Cal-OSHA staff members after the transition period, there will still be a shortage.

The motion of the employer's policy should be restored to 1982-83 staffing levels which are much higher than the Cal-OSHA maximum worker safety program, not a minimum program," Reina said.

"The American people demand and deserve a drug testing program that doesn't mean that once we get it established, implementing drug and alcohol testing policies without first align- ing with the union essentially in an unfair labor practice.

In a case involving the Minnesota Star Tribune and Local 2 of the News Guild of the Twin Cities, Judge Wallace Nations said that drug and alcohol testing meetings the legal definition of issues that must be negotiated and cannot be inculcated as a condition of employment.

"The American people demand and deserve a drug testing program that doesn't mean that once we get it established, implementing drug and alcohol testing without first aligning with the union essentially in an unfair labor practice."

PUBLIC DEMAND

Defending DOT's actions, Transportation Secretary Jim Burns said the rules were necessary "because of drug use have compelled us to issue these rules in the hope that we can eliminate drug use from these critical jobs."

As it now stands, the new regulations will apply to approximately 120,000 commercial seamen; 538,000 airline workers, including pilots, flight attendants, service and mechanics; 200,000 motor carriers; 165,500 pipe and gas workers; 116,500 pipeline workers; 5,000 interstate truckers and bus drivers.

Many opponents of the regulations are responding in court, Unions, court and groups and even some employers have filed suit to block implementation of the rules on the grounds that they violate workers' constitutional rights to privacy, to due process, and to avoid self-incrimination. Members of the suits also contend that the testing is unfair.

The post-election order for drug testing followed a series of other politically explosive announcements by the lame-duck Reagan administration, including firing of financially troubled farms, elimination of restrictions against work in the home and the presidential "pocket veto" of the bipartisan ethics bill Republican president-elect George Bush supported.

Drug testing unfair, says NLRB judge

WASHINGTON, D.C.—In a landmark decision that could soon become nationwide precedent, an administrative law judge for the National Labor Relations Board ruled last month that an employer who implements drug and alcohol testing policies without first aligning with the union essentially in an unfair labor practice.

In a case involving the Minneapolis Star Tribune and Local 2 of the News Guild of the Twin Cities, Judge Wallace Nations said that drug and alcohol testing meetings the legal definition of issues that must be negotiated and cannot be inculcated as a condition of employment.

"The American people demand and deserve a drug testing program that doesn't mean that once we get it established, implementing drug and alcohol testing policies without first aligning with the union essentially in an unfair labor practice."

PUBLIC DEMAND

Defending DOT's actions, Transportation Secretary Jim Burns said the rules were necessary "because of drug use have compelled us to issue these rules in the hope that we can eliminate drug use from these critical jobs."

As it now stands, the new regulations will apply to approximately 120,000 commercial seamen; 538,000 airline workers, including pilots, flight attendants, service and mechanics; 200,000 motor carriers; 165,500 pipe and gas workers; 116,500 pipeline workers; 5,000 interstate truckers and bus drivers.

Many opponents of the regulations are responding in court, Unions, court and groups and even some employers have filed suit to block implementation of the rules on the grounds that they violate workers' constitutional rights to privacy, to due process, and to avoid self-incrimination. Members of the suits also contend that the testing is unfair.

The post-election order for drug testing followed a series of other politically explosive announcements by the lame-duck Reagan administration, including firing of financially troubled farms, elimination of restrictions against work in the home and the presidential "pocket veto" of the bipartisan ethics bill Republican president-elect George Bush supported.

Drug testing unfair, says NLRB judge

WASHINGTON, D.C.—In a landmark decision that could soon become nationwide precedent, an administrative law judge for the National Labor Relations Board ruled last month that an employer who implements drug and alcohol testing policies without first aligning with the union essentially in an unfair labor practice.

In a case involving the Minneapolis Star Tribune and Local 2 of the News Guild of the Twin Cities, Judge Wallace Nations said that drug and alcohol testing meetings the legal definition of issues that must be negotiated and cannot be inculcated as a condition of employment.

"The American people demand and deserve a drug testing program that doesn't mean that once we get it established, implementing drug and alcohol testing policies without first aligning with the union essentially in an unfair labor practice."

PUBLIC DEMAND

Defending DOT's actions, Transportation Secretary Jim Burns said the rules were necessary "because of drug use have compelled us to issue these rules in the hope that we can eliminate drug use from these critical jobs."

As it now stands, the new regulations will apply to approximately 120,000 commercial seamen; 538,000 airline workers, including pilots, flight attendants, service and mechanics; 200,000 motor carriers; 165,500 pipe and gas workers; 116,500 pipeline workers; 5,000 interstate truckers and bus drivers.

Many opponents of the regulations are responding in court, Unions, court and groups and even some employers have filed suit to block implementation of the rules on the grounds that they violate workers' constitutional rights to privacy, to due process, and to avoid self-incrimination. Members of the suits also contend that the testing is unfair.

The post-election order for drug testing followed a series of other politically explosive announcements by the lame-duck Reagan administration, including firing of financially troubled farms, elimination of restrictions against work in the home and the presidential "pocket veto" of the bipartisan ethics bill Republican president-elect George Bush supported.

Drug testing unfair, says NLRB judge

WASHINGTON, D.C.—In a landmark decision that could soon become nationwide precedent, an administrative law judge for the National Labor Relations Board ruled last month that an employer who implements drug and alcohol testing policies without first aligning with the union essentially in an unfair labor practice.

In a case involving the Minneapolis Star Tribune and Local 2 of the News Guild of the Twin Cities, Judge Wallace Nations said that drug and alcohol testing meetings the legal definition of issues that must be negotiated and cannot be inculcated as a condition of employment.

"The American people demand and deserve a drug testing program that doesn't mean that once we get it established, implementing drug and alcohol testing policies without first aligning with the union essentially in an unfair labor practice."

PUBLIC DEMAND

Defending DOT's actions, Transportation Secretary Jim Burns said the rules were necessary "because of drug use have compelled us to issue these rules in the hope that we can eliminate drug use from these critical jobs."

As it now stands, the new regulations will apply to approximately 120,000 commercial seamen; 538,000 airline workers, including pilots, flight attendants, service and mechanics; 200,000 motor carriers; 165,500 pipe and gas workers; 116,500 pipeline workers; 5,000 interstate truckers and bus drivers.

Many opponents of the regulations are responding in court, Unions, court and groups and even some employers have filed suit to block implementation of the rules on the grounds that they violate workers' constitutional rights to privacy, to due process, and to avoid self-incrimination. Members of the suits also contend that the testing is unfair.
In honor of the 70th anniversary of the foundation of the Inlandboatmen’s Union of the Pacific, the Marine Division of the ILWU, we reprint the history of the IBU which was first written in 1976, a supplement to December 1977, supplement to December 1977, supplement to the ILWU News. Any requests for reprints should be addressed to the ILWU News, 2000 7th Avenue, Seattle, WA 98121.

Founder recalls early trials

Pacific -3,700 members strong—traces its roots back to the road immediately after World War I when a deckhand named Clyde W. Deal of the San Francisco Ferryboatmen’s Union to represent the several hundred men who worked on the old “Key System” and other railroad-owned ferries which crossed the bay in those years.

Clyde Deal was a North Carolina native who served in the Coast Guard at Port Townsend, Washington and then worked on the Tacoma street cars before heading for California in 1913. He spent the next four years working on the Oakland street cars.

By 1917 he was “completely disgusted with the birdcage I was in” and started looking for another work, winding up as a deckhand aboard the old “nickel ferry.” A veteran second engineer of the old San Francisco Union, he was blown away by the poor conditions and low pay on the ferries. He realized the difficulties of setting up as compared to an unorganized set-up.

“In 1918, one year after I had started on the ferries, I realized—came to me strong—that no matter how many years I was involved in the work, how good a time I was doing it, I could not be at the ferries, deck officers were organizing, and dogged union advocate. “As he got the news, we were getting $10 a month, working 63 hours a week.”

The 1920s.

The Ferryboatmen’s Union was one of the first to organize the San Francisco Bay harbor area. We won a great victory at that time, in the 1920s.

In 1930, the San Francisco Ferryboatmen’s Union of the Pacific was elected to represent the ferryboat workers driving Captain Peabody, whom the other workers had just rid of the ship. “As Deal recalls, “working conditions in the early thirties. Now under the name of the Ferryboatmen’s Union of the Pacific and affiliated to the Independent Transportation Union (ISU), the San Francisco Ferryboatmen’s Union of the Pacific and the Puget Sound with $500 in spending around the Bay Area seemed out—unless we organized.”

“Aggressive organizing began in the early thirties. Now under the name of the Ferryboatmen’s Union of the Pacific and affiliated to the Independent Transportation Union (ISU), the San Francisco Ferryboatmen’s Union of the Pacific and the Puget Sound with $500 in spending around the Bay Area seemed out—unless we organized.”

“By the mid twenties we were near the point of an industrial strike, the ferry workers sent organizers to the San Francisco Bay area, but Clyde Deal had a change of heart. He decided to stay on the ship. We were getting $10 a month and worked 84 hours per week. Any further increases in wages and hours had to take their agreement to the front line. The IBU cast off on its own, with its new constitution.

“We were going. We were getting $10 a month, working 84 hours a week. An overwhelming majority of San Francisco ferryboat workers signed a petition supporting the organization of the “nickel ferry.” A veteran second engineer of the old San Francisco Union, he was blown away by the poor conditions and low pay on the ferries. He realized the difficulties of setting up as compared to an unorganized set-up.

“In 1918, one year after I had started on the ferries, I realized—came to me strong—that no matter how many years I was involved in the work, how good a time I was doing it, I could not be at the ferries, deck officers were organizing, and dogged union advocate. “As he got the news, we were getting $10 a month, working 63 hours a week.”

The 1920s.

The Ferryboatmen’s Union was one of the first to organize the San Francisco Bay harbor area. We won a great victory at that time, in the 1920s.

In 1930, the San Francisco Ferryboatmen’s Union of the Pacific was elected to represent the ferryboat workers driving Captain Peabody, whom the other workers had just rid of the ship. “As Deal recalls, “working conditions in the early thirties. Now under the name of the Ferryboatmen’s Union of the Pacific and affiliated to the Independent Transportation Union (ISU), the San Francisco Ferryboatmen’s Union of the Pacific and the Puget Sound with $500 in spending around the Bay Area seemed out—unless we organized.”

“Aggressive organizing began in the early thirties. Now under the name of the Ferryboatmen’s Union of the Pacific and affiliated to the Independent Transportation Union (ISU), the San Francisco Ferryboatmen’s Union of the Pacific and the Puget Sound with $500 in spending around the Bay Area seemed out—unless we organized.”

“Our wages and hours on the San Francisco Bay were tops in the country and Puget Sound was at the bottom of the totem poll. Any further increases in the Bay Area seemed out—unless we organized Puget Sound.”

IBU broke color line

The following excerpt from the memoirs of Clyde W. Deal is taken from the IBU newspaper of December 1976.

At the end of the decade they had organized most of the Bay Area ferry systems, established a joint bargaining council including the Marine Engineers and Masters, Maters and Pilots, and were perhaps including the Marine Engineers and Masters, Maters and Pilots, and were perhaps the largest local union in the city with a membership approaching 5,000.

BREAKTHROUGH

The ferryboatmen scored a major breakthrough in 1928 when they negotiated an eight-hour, six-day week, at a rate of $140 per month. The workers did not prevail in other ports, and it became obvious that the San Francisco ferry workers had to take their agreement to the whole coast. Clyde Deal, recalling the tough, aggressive and shrewd Fish was tough, aggressive and shrewd. He was a good trade unionist and a good organizer, and he saw the CIO as a tremendous opportunity for growth and development,” says Randall. His membership evidently grew in 1937 when they voted by a 1-1 margin to become the first west coast CIO affiliate, beating the ILWU into the fold by a few months.

The move paid off handsomely, as the IBU grew rapidly in the late ’30s, extending its jurisdiction to cover the growing commercial towing industry— including “inside” towing on Puget Sound, the Columbia River, San Francisco Bay and LA harbors, as well as coastwise and deep sea towing. Ferry workers remained important and, but in San Francisco where hundreds of members were laid off after the completion of the Golden Gate and Oakland-Bay bridges. But Clyde Deal had a change of heart. He decided to stay on the ship. We were getting $10 a month and worked 84 hours per week. Any further increases in wages and hours had to take their agreement to the front line. The IBU cast off on its own, with its new constitution.

“Our wages and hours on the San Francisco Bay were tops in the country and Puget Sound was at the bottom of the totem poll. Any further increases in the Bay Area seemed out—unless we organized Puget Sound.”

IBU members performed the last lifeboat drill aboard Oakland-San Francisco “nickle ferry,” shortly before service was halted.

Members of the Inlandboatmen’s Union of the Pacific (IBU) celebrate their 70th anniversary November 18 with a party at national headquarters in Seattle. Above, National President Burrill Hatch joins guests in examination of historic photos. Below, the executive board and officers of the ILWU, “but on the local level we were usually able to work out problems,” says Randall. "There are a lot of areas where we bump into each other's jurisdictions. But we always knew the ILWU guys and were usually able to work them out." The longshoremen's union has been a great inspiration to many of us through the years and regard- less of affiliation we always felt we could rely on them.

The IBU affiliated with the ILWU, as the autonomous Marine Division, in early 1961. "In those short years since their affil- iation, they have become a vital part of the International Union," said ILWU Interna- tional President Jim Herman. "They have brought to us a great heritage of solid trade unionism, democracy and good representa- tion, and the association has been of great value to all of us."

Officers, staff, pensioners, members and friends of the IBU celebrated their 70th anniversary November 18 with a party at national headquarters in Seattle. Above, National President Burrill Hatch joins guests in examination of historic photos.

“Aggressive organizing began in the early thirties. Now under the name of the Ferryboatmen’s Union of the Pacific and affiliated to the Independent Transportation Union (ISU), the San Francisco Ferryboatmen’s Union of the Pacific and the Puget Sound with $500 in spending around the Bay Area seemed out—unless we organized.”

The issue was resolved in 1948 when the IBU members voted by a 3-1 margin to affiliate with the Seafarers Union of the Pacific, the then dominant affiliate of the Seafarers Interna- tional Union, AFL, successor to the old SIU. "It was a historic truce agreement—we said we were tugs that happened to be out in the ocean. If the IBU said they were deep-set ships which happened to be tugs. We took a beating on that one, particularly in San Francisco," Randall recalls.

The move paid off handsomely, as the IBU grew rapidly in the late ’30s, extending its jurisdiction to cover the growing commercial towing industry— including “inside” towing on Puget Sound, the Columbia River, San Francisco Bay and LA harbors, as well as coastwise and deep sea towing. Ferry workers remained important and, but in San Francisco where hundreds of members were laid off after the completion of the Golden Gate and Oakland-Bay bridges. But Clyde Deal had a change of heart. He decided to stay on the ship. We were getting $10 a month and worked 84 hours per week. Any further increases in wages and hours had to take their agreement to the front line. The IBU cast off on its own, with its new constitution.

“Our wages and hours on the San Francisco Bay were tops in the country and Puget Sound was at the bottom of the totem poll. Any further increases in the Bay Area seemed out—unless we organized Puget Sound.”
Local 6 jobless get holiday help

STOCKTON—Local 6 members hard-hit by unemployment received Thanksgiving turkeys and the message that they, too, can help others who are in similar situations when they volunteered at Stockton, California to distribute food and good will just a few days before the holidays.

Local 6 president Al Lennon was on hand with secretary/business agent Leon Harris, and business agents Jim Ryder and David Schermheyer. Guitarrid Chocolate, Guitarrid Chocolates—steve Fed Pock, Bio Rad starch Leo Gomez and East Bay retiree Jerry Lindholm also pitched in.

Donations for "Solidarity for Stockton" were coming in and the help of the union's unemployed members came from dozens of local members, even a few employers. Members of Guitarrid Chocolate gave over $800 in a collection taken by newly-elected Local 6 stewards Phil Avila, Jose Intearano and Leonard Baylor.

The 150 turkeys, purchased through US Cold Storage in Union City, were trucked to Stockton by East Bay hiring hall members Dora and Glen Porter. There the birds were stored at a warehouse where steward Del Bamba assisted in the effort.

Port of Stockton steward Nick Jones and relief dispatcher Johnny Groggs coordinated the effort at both the Port of Stockton Local 6 members were thrown out of work and they are facing the risk of the Port. With a long-term layoff on the horizon, union officials in the union's Pacific region, the jobless members of Local 6 in Stockton continue to face an uncertain future.

FIRST STRIKE

Moving up from a role as assistant, he held a variety of jobs, one of them as a soda jerk in the now extinct Lofts' chain. His first experience with the labor movement came when he led other Lofts' employees out on a successful strike.

Burke was soon swept up in the excitement of the union resurgence of the mid 1930's. He was a migrant agricultural worker in New Jersey when he was first appointed as an organizer for a number of CIO affiliates, mostly for the United Electrical Workers and the American Communications Association—across the country. By the early '50s he was in San Francisco, as the secretary/business agent for a local of the Office and Professional Employees Union—a unit which included office workers at Cutter Laboratories and Kaiser x-ray technicians.

In 1952 he led that unit into Local 6, and served from that time until his retirement in 1975 as BA in the East Bay Division. "It was a pleasure to work with," recalls Keith Eickman, who was Local 6 BA, Secretary-Treasurer and President for many of those years. "Bob had a wonderful way on his face, for his absolute dedication to the ILWU, and its members, and for his solid grip on reality. He had a tremendous reservoir of common sense."

MAJOR ORGANIZER

Over the years Burke participated in literally hundreds of negotiations in a wide variety of East Bay shops, including Masters of Organizational Negotiations. He was recognized in the local's success at Kaiser, he spearheaded the organizations of another dozen or so x-ray units, laying the foundation for continued Local 6 organizing in East Bay Hospitals. "Bill was really the first one to

In typical pose, Local 6 BA Bill Burke signs an agreement.

understand the importance of these units, and that Local 6 could do something for these people," said Local 6 President A. L. Lewis. "He did an outstanding job."

Over the years he also served as Local 6 delegate to the International Convention, as a member of the locals' Executive Board and as a member of the East Bay legislative committee.

Upon his retirement, Burke became active in rebuilding the Local 6 pension fund. He served as its vice president and later its president until resigning just a few months ago due to poor health. He was also an active member of the Californian Exchange Club.

He is survived by his wife Virginia; by two daughters, Maria Luisa Grant, Carla Rebecca Mitchell; three grandchildren and one great grandchild; two sisters and numerous nieces and nephews.

Port tower displays Local 23 memorial to Joe Faker

TACOMA—A plaque honoring the memory of former ILWU member and Tacoma port commissioner Joe Faker has been placed by longshore Local 23 in the port's new observation tower which was officially dedicated late last month in conjunction with the 70th anniversary of the formation of the port commission.

Faker, a long-time and respected member of both the union and the commission, died in July after a long illness. The new tower, which will be open 24 hours a day, is the first of its kind in the port's history. The top floor of the $150,000 steel and concrete structure offers an observation deck with a permanently mounted binocular stand overlooking the south intermodal yard where containers are moved between double-stack railcars and trucks.

Port commissioner Jack Fabulich said he was pleased to see the project nearing completion. "This was a project that was long in the planning. It was a project that Joe Faker lived his whole life for." He said the tower will be a symbol of the union's commitment to the community.

Faker's widow and daughter, who were present for the dedication, were emotional and tearful. "It's a tremendous honor for Joe. It's a tremendous tribute to the ILWU."

Faker's widow, Marie, said the dedication was long overdue. "The ILWU is a family. It's like a brotherhood."

Local 19 sets Xmas toy drive

SEATTLE—ILWU longshore Local 19 “Visions of Kids” committee posted the following letter, the first in a series of letters, in cooperation preparing for the 1988 holiday season.

The committee members are busy ordering turkeys and food, setting clothing, interviewing families and wrapping presents. Rafters tickets are being sold to help support the “Christmas for Kids” program, which hopes to help at least 125 families in the greater Seattle area.

For information, contact ILWU Local 19, 3440 East Marginal Way South, Seattle, WA 98134, phone (206) 622-7461.

Local 23 to award Ginnis memorial scholarships

TACOMA—Four scholarships will be awarded for graduating senior sons and daughters of registered A & B men and women, and the children of deceased members will be awarded in memory of George C. Ginnis, Local 23 labor leader, who died in August.

Applications for the scholarships may be obtained at the secretary's office at the Local 23 hall after the first of the year.

Local 34 community fund—Presenting a contribution from members of Local 34 to support the local's successful efforts to help the homeless, families to the Kern House and the Pomos soup kitchen in San Francisco are, from left, Local 34 members Allen Ohta, Joe Jacobsen and Vice-President Jim Eldredge. Barbara Collier received the check on behalf of the well-known home for the homeless.

SAN JOSE—Bill Burke, retired ILWU warehouse Local 6 business agent and former president of the Local 6 Retirees club, died this month after a long illness. "Bill was one of a kind," said International Secretary-Treasurer Curt McClain who worked closely with Burke for many years. "He was extraordinarily competent, as an organizer, and in administering a contract on a day-to-day basis."

"He was relentless. Once he got his teeth into a project, he would go at it, and paid off time and time again for the member organization. He was a pre-eminent organizer and to the union and to the whole labor movement."

Burke came to this country with his parents, two brothers and two sisters when he was four years old. He attended public schools in Cleveland, Ohio, where his father worked as a bricklayer. He graduated from the University of Michigan in the early thirties, with hopes of attending medical school, but his ambitions were ended by the depression.

Big gains for Portland guards

PORTLAND—Dock watchmen are entitled to a quarter of the 3 per-year period, with 75 cents per hour for the first year, improvements were also obtained in the guard’s dental and vision coverage.

A major contract gain was agreement on language that extends all contract provisions to the entire workforce, including workers in the guard services, as part-timers, while at the same time maintaining seniority provisions.

All Local 6 members in the port are entitled to a quarter payment of the SEU contract or $1.60 per hour for the first year. The maritime industry, the men and women of Local 6.

The Center pioneered such demonstrations on the West Coast eight years ago when it directed the Seafest at Port of San Francisco. The activity at the Port of Pacifica began with the Seafest in 1987 and Maritime Day in 1988, and included water-fronters, Wounded Warrior, Oaklands Hills, and Nelson Simpson who demonstrated such longshore skills as contain line handling and cargo handling.

Anyone who cares on the traditional Maritime Day and the Seafest, including who does—and is interested in sharing their knowledge at either Maritime Day or similar activities at local schools or community events—please contact Gene Vrama, ILWU archivist and librarian, at ILWU headquarters, 1188 Franklin Street, San Francisco, CA 94109 (telephone: 775-0533).

You can also call Bob Schwindenager, JACU maritime affairs and education Cen- ter, 2727 Prince Street, Berkeley, CA 94704 (telephone: 563-4871).

Dockers needed for demo at Maritime fest

SEATTLE—The Seattle Maritime Center, in cooperation with the ILWU, is trying to locate waterfront workers familiar with such activities as steel铭记ing, longshore, shoring industry.

The Center hopes these folk will demonstrate nautical arts and crafts at the Port of Oakland in celebration of National Maritime Day. The center was originally organized by President Frank. The new maritime center operates with the maritime industry and the men and women of Local 6.

Dockers needed for demo at Maritime fest

SEATTLE—The Seattle Maritime Center, in cooperation with the ILWU, is trying to locate waterfront workers familiar with such activities as steel铭记ing, longshore, shoring industry.

The Center hopes these folk will demonstrate nautical arts and crafts at the Port of Oakland in celebration of National Maritime Day. The center was originally organized by President Frank. The new maritime center operates with the maritime industry and the men and women of Local 6.

Dockers needed for demo at Maritime fest

SEATTLE—The Seattle Maritime Center, in cooperation with the ILWU, is trying to locate waterfront workers familiar with such activities as steel铭记ing, longshore, shoring industry.

The Center hopes these folk will demonstrate nautical arts and crafts at the Port of Oakland in celebration of National Maritime Day. The center was originally organized by President Frank. The new maritime center operates with the maritime industry and the men and women of Local 6.

Dockers needed for demo at Maritime fest

SEATTLE—The Seattle Maritime Center, in cooperation with the ILWU, is trying to locate waterfront workers familiar with such activities as steel铭记ing, longshore, shoring industry.

The Center hopes these folk will demonstrate nautical arts and crafts at the Port of Oakland in celebration of National Maritime Day. The center was originally organized by President Frank. The new maritime center operates with the maritime industry and the men and women of Local 6.
Local 19, Seattle

Local 19, ILWU, Seattle, Washington, will hold its annual election on December 14, 15 and 16, to fill the offices of president, vice-president, secretary-treasurer, steward and delegate to the executive board.

Elections Local 19 committee, under the direction of President Jim Jackson, will hold its final election December 16, 1988 to fill the offices of president, vice-president, secretary-treasurer, day business agent, general business agent, steward, delegate to the executive board, treasurer, and delegate to the International. The committees are: President, Jim Jackson; vice-president, Ray Kristoff; secretary-treasurer, Bob Peck; day business agent, Rick Kuiper; general business agent, Jerry Dallmann; steward, Mark Cavetti; delegate to the executive board, Jim Scudder; treasurer, George Leichty; delegate to the International, James MacKay; and delegate to the Western States Labor Council, Greg Byrum.

Elections Local 21, Longview

Local 21, ILWU, Longview, Washington, will hold its final election on December 23, 1988, to fill the offices of president, vice-president, secretary-treasurer, and delegate to the executive board. The officers will be elected for a 2-year term with a retirement date of December 31 of the following year. The trustees will be elected for 3-year terms with 1 retiring each year.

Terms of the labor relations committee will be elected for 18 months with one retiring every 6 months. Nominations were made at the November meetings of the labor relations committee meetings. Polling will be at the main hall at 617-14th Avenue, Longview. Washington labor relations committee members who will be out of town on December 17, in the secretary's office from 8 a.m. to 12 noon under the absentee ballot provision.

The pensions will conduct the elections again this year they have always provided for Local 21 save many hundreds of dollars of cost. Nominations were due by December 25 and count the ballots December 26.

NOTE: The brothers to be replaced on the executive board are J Sutherland, Kenneth DiBiasi, and D. Linderman, F. Chamberlain Jr, G. Shemin and M. Rahn. The trustees are Frank Cappiello, Sam Black and Sam Rosenberg; alternates are Bob Vaux and Frank Cappiello; and Jan Kennedy. A 7-member executive board was also elected.

Local 52, Seattle

The results of this supermajority, super-ticket, super-turnout election are: President, Frank Cappiello, vice-president, Mike Caio, secretary-treasurer, BA, Bob Vaux, stewards, Bill Peck and John Van Brkann; sergeant-at-arms, Joe Wadell. Puppet Sound Council Delegate is Russ Rock. Current ILWU delegates are: Cappiello, Van Brkann, Rock and Kennedy. J. A. members, and other executive board was also elected.

Local 517, Vancouver, BC

Results of last month's election for the 1988-89 executive board were: president, John Talbot; vice-president, Lorna Parget; financial secretary, Mel Holdiman; and recording secretary, Richard Mah.

The stewards are Judy Bevilacqua (1-year); Joyce Christensen (2-year) and Julie Dixon (1-year). Fully-elected stewards are: Sunshine - Betty Perrin; Safety - Paul Arsand, Lyll Ellis, Lorna Parget, Grieves - Mel Holdiman, and Michelle Trimble.

Surrey Dock Representatives is Cindy Doxon. Squamish Terminals representatives is Judy Poole.

Local 17 members who came out top during the third annual Transco Golf Tournament. Hugh DiBiasi, back row, Butch Parker, Paul Lopez, A.J. Pacey and Bob Balistreres. Some 60 members of the local participated in the tournament this year. Local president Jim Jackson and vice president, Ken Nagano said, who also was among the winners. The tournament, which is open to all Local 17 members, are covered by entry fees and donations. The tournament chairman was Stewart Phil Atkinson.

Organizing action agreed

US and Mexican unions plan joint strategy to "influence your territories"

S. San Diego - Maquiladora, runway US and Mexico by the Mexican Confederation of the Mexican Workers, Machinists, Sheetmetal Workers, and numerous other ILWU locals, district councils and other labor organizations of the Mexican unions were represented a wide spectrum of the American labor movement, including Garment Workers, Auto Workers, Textile Workers, Machinists, and numerous others. The labor movement - an understanding, and pressures by the maquiladora workers employes are often to pursue their lead from the Port.

AFL-CIO labor legislation continued

LABOR LEGISLATION

L.A. - The Port of Los Angeles, during a 2-day conference held in both San Diego and Tijuana last month.

Against the backdrop of a variety of issues raised by the failure of the US to enter the labor market and Mexico, union officials have been working to bring about a new era in the relations between the Port and representatives of the labor movement. One of the key issues raised by the unions is the maquiladora program. This program, which allows US companies to establish manufacturing plants in Mexico, has been opposed by the Port, which has regularly met with the maquiladora representatives to discuss possible solutions to the problems.

The Port has been working with the maquiladoras to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers. The Port has also been working with the Mexican government to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers.

The Port has been working with the maquiladoras to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers. The Port has also been working with the Mexican government to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers.

The Port has been working with the maquiladoras to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers. The Port has also been working with the Mexican government to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers.

The Port has been working with the maquiladoras to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers. The Port has also been working with the Mexican government to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers.

The Port has been working with the maquiladoras to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers. The Port has also been working with the Mexican government to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers.

The Port has been working with the maquiladoras to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers. The Port has also been working with the Mexican government to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers.

The Port has been working with the maquiladoras to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers. The Port has also been working with the Mexican government to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers.

The Port has been working with the maquiladoras to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers. The Port has also been working with the Mexican government to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers.

The Port has been working with the maquiladoras to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers. The Port has also been working with the Mexican government to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers.

The Port has been working with the maquiladoras to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers. The Port has also been working with the Mexican government to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers.

The Port has been working with the maquiladoras to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers. The Port has also been working with the Mexican government to develop programs that would allow the Port to continue to operate while respecting the rights of the maquiladora workers.
After two-year battle, Capital Steel pays off Capital 26

LOS ANGELES—The final chapter in the saga of the dispute between ILWU Local 26 and Capital Steel may have reached its conclusion. Local 26 had authorized a strike at the company's plant a year ago and had been fighting for recognition and back pay for workers who had been employed at the site. The strike was called off in January, after Capital Steel agreed to a new contract.

The settlement came after months of negotiations between the union and the company, which has been operating at the site since 1987. Local 26 had been trying to unionize the workers for several years, but Capital Steel had resisted efforts to recognize the union.

Negotiations continued throughout the summer, with both sides making concessions. In September, Capital Steel agreed to a new contract that included an agreement to retroactively pay workers for their work at the site. Local 26 subsequently voted to end the strike and return to work.

In a statement, Local 26 president John Pandora said, "We are pleased to have reached an agreement that will benefit our members and help to ensure a fair and just workplace for all workers at Capital Steel."