VolCANO, Ha.—The four-month strike by ILWU Local 142 members at Volcano House erupted into violence early this month when the National Labor Relations Board charged the employer with bad faith bargaining and ordered the resumption of contract negotiations.

Pursuant to the ruling, the 46 strikers returned to work "unconditionally" on September 1 with the strike’s seniority and benefits. In the meantime, Local 142’s bargaining unit is seeking to bring about a just settlement. The unit, however, is prepared to strike again if necessary.

Volcano House director Ken Fujimatsu has been at loggerheads with the unit over "principal issues," according to Local 142 President Eddie Lapa. "He wanted to extend the probationary period and strip the bargaining unit by sweeping some classifications into management, and call workers back to duty for the unit’s discretion. The bottom line is that he didn’t want to recognize the unit as the bargaining agent for those workers."

But as a valiant—and successful—union campaign garnered broad support for its cause, Lapa explained, "So, we contacted bus operators on the island, all the unions, all your friends and asked for their support. The lunch crowd went down to 25,000.

Organized labor responded forcefully to the dispute. The Hawaii State AFL-CIO, meeting in June, threw the combined support of its 49 member unions—representing over 30,000 workers—behind the Volcano House strikers. Typographical, newspaper and printer unions have been extremely generous and supportive. Union members from the Hawaii Tribune Herald donated refreshments to Local 142 pickets and offered to walk the lines. And the state Teachers Association and Native Hawaiian Solutions notified their members to honor the ILWU picket line.

Meeting in San Francisco last month, the ILWU International Executive Board adopted the cause and resolved to "do everything within our power to bring a successful conclusion to this strike." The Titled Officers, on behalf of the Board, commended the strikers and pledged "the support of the entire membership of the ILWU.

Grain contract on table

PORTLAND—As this issue of The Dispatcher goes to press, ILWU northwestern local managers are in the process of negotiating a new agreement with five grain companies. The contract covers members of Local 4 (Vancouver), Local 8 (Portland), Local 19 (Seattle), and Local 23 (Tacoma). Employers signatory to the agreement are Continental Grain, LeTourneau Grain, Pacific Northwest Trust, which provides longshoremen with life insurance benefits, and Colonna, a major grain processor.

The negotiating committee is co-chaired by International Vice-President Randy Vekich and International Representative Dick Wise. Other members are Dick Raniers (chair), Bob Brown, Bill Mildenberger, Michael Cork, John Evans and Noreen O’Neil. Local 19, Bob Brown, Bill Roberts and Jim Smith, Local 23; Bob Frazier, Arnold Gunderson, Local 19, and Jim Bredlove (observer) Local 21.

ILWU International President Jim Herman, at right, discusses the effects of perestroika on the Soviet docks with Gennady Zeitseff, vice-president of the Leningrad local of the USSR Sea and River Workers’ Union, and ILWU President Randy Vekich and Information Director Danny Beagles spent 11 days in the USSR last month, attending the convention of the Sea and River workers union which is in the process of reorganizing. Watch for the October issue of The Dispatcher for a full report.

IBU, ILWU tackle benefits glitch

ANCHORAGE—After a hard round of complicated bargaining here, the ILWU and its marine division, the Inlandboatmen’s Union, signed a new three-year longshore agreement last month with the stevedore and shipping affiliates of the All Alaska Longshore Employers Association. The pact governs conditions for approximately 190 registered IBU and ILWU longshoremen working at 13 ports in the State of Alaska. In a process which began in June and ended in late July, the agreement was ratified by a margin of 66%. "The issues confronting us were extremely complex," said ILWU northwest International representative John Bukoske, who served as union spokesman in the talks. "Our two major problem areas were pensions, and health and welfare. The employers were insistent on cost containment, while we were equally insistent on maintaining proper benefit levels."

Under the previous agreement, longshoremen enjoyed 100% medical coverage for themselves and their dependents—a benefit practically unheard of in other industries—at a cost to employers of $1.50 per worker per hour. Projections presented during bargaining indicated that employers would have nearly double their contribution to maintain existing coverage.

MEdICAL MODIFIED

"The question before us was how to provide health care at an affordable price," Bukoske noted. After investigating various alternatives, negotiators settled on the Pacific Northwest Trust, which provides 90% coverage for employees and dependents, at no increased cost to employers; 100% coverage kicks in under the $2,000 "stop gap" clause.

Discussions and subsequent solutions on pensions were even more intricate, largely complicated by the status of employer plans in effect prior to the merger of the ILWU and the IBU. While ILWU employers came in with no unfunded liability in their plans, a report issued last fall revealed that it would take ILWU employers 27 years to pay off their unfunded liability at the current level of contribution. As a result, there was a major disparity in the pension benefits between ILWU and ILWU longshoremen, which, union negotiators contend, had to be corrected.

Equalizing benefits meant paying off the unfunded liability of the existing plan and forming a new plan, Bukoske explained, but IBU employers were justifiably concerned. They didn’t want to take on the unfunded liability of ILWU employers.

FORMULA FOR SETTLEMENT

The parties finally agreed on a formula to correct the inequity: in each year of the agreement, all registered longshoremen will get annual hourly wage increases of 90 cents, 50 cents and 30 cents respectively; ILWU longshoremen, however, will defer $1.60 in pay for the first two years to help correct inappropriate rulings by the Immigration and Naturalization Service (INS) impacting our jurisdictional rights," said ILWU International President Jim Herman.

The bill was introduced last year at the US Court of Appeals overturned an INS decision regarding the admission of Canadian crew members to off-load logs with their crane operators onboard vessels because the crane operators were considered "alien crewmen" entitled to enter the US and perform the work; the INS had no jurisdiction to restrict this work; there was no real distinction between a normal crew member’s work and longshore work; and a crewmen’s work is inseparable. The work necessarily includes cargo handling.

The ILWU, represented by counsel Richard Zuckerman, filed suit to reverse the INS decision, and was subsequently upheld by the Ninth Circuit Court of Appeals. The legislation, appended to a bill amending the Immigration and Naturalization Act, would set any questions on the issue once and for all.

"The passage of this legislation is critically important to the preservation of our labor and shipping costs, and, consequently, to the entire union," Herman emphasized. "All of ILWU members to contact their Senators immediately and urge their support."
The right to strike

By JIM HERMAN
IUW International President

There is scarcely a piece of legislation more important to American workers than the Taft-Hartley Act. This 70-year-old law, passed in 1947, has contributed significantly to the decline of organized labor in America. It is time for us to take action to defeat this legislation once and for all.

The Taft-Hartley Act was passed in response to a wave of labor unrest that had swept across the country in the early 1940s. It was intended to curb the power of labor unions and to give employers the right to fire workers who go on strike. The law also prohibits secondary boycotts and makes it easier for employers to obtain injunctions to prevent strikes.

The law has been used extensively to undermine the rights of workers. In the past decade, employers have used the Taft-Hartley Act to win thousands of injunctions, which have prevented workers from engaging in legal strikes. The law has also been used to force workers to accept concession agreements, even when the unions were the ones who negotiated them.

The law has been a major factor in the decline of organized labor in America. In the 1950s and 1960s, the number of union members in the United States fell from 35 million to just 15 million. Today, only about 11% of American workers are unionized, compared to 35% in 1950.

We need to take action to defeat this legislation once and for all. We need to organize a nationwide campaign to educate the public about the dangers of the Taft-Hartley Act and to win support for legislation to reverse it.

JIM HERMAN
President
IUW International

Income gap s-p-r-e-a-d-i-n-g

"Them that has, gets." It's an old saying, but one that -- today more than ever -- is right on target. A recent study by the Center on Budget and Policy Priorities bears testament to this.

In the last decade, the study concluded, the income of the richest Americans sky-rocketed an astronomical 85%, while the poorest among us suffered a 5% decline. The share of national income going to those of us in the middle (constituting 46% of all American income) fell from 25% to 20%, lower than at any time since the end of World War II.

The income gap between rich and poor is wider now than at any time since records were first kept 40 years ago: as of this year, the combined incomes of the nation's top-earning 2.5 million people already equals the combined incomes of the lowest-paid 100 million. The report also said:

- The gap between rich and poor actually diminished in the '60s and '70s. And grew modestly in the '80s, then increased sharply in the '90s.
- By far, the most rapid increase in income for the wealthy came from capital gains. For the top 1%, capital gains doubled in the last 10 years, from $83,000 to $175,000, and accounted for nearly 40% of this privileged group's total earnings.

- Between 1980 and 1990, the annual incomes of the richest 1% of Americans rose from an average of $213,675 to $399,697—87%.
- 94% of the benefits from George Bush's proposed capital gains income tax reduction would go to the richest 20% of Americans.

The rich gained more from tax cuts implemented during the Reagan administration. The rich got a tax cut of 20% while the poor got no tax cut.

The researchers based their study on data from the Internal Revenue Service, using the government's rules of the rendition of those stellar, flag-waving Americans in the Reagan-Bush Administrations.

JIM HERMAN
President
RANDY VEKKICH
Vice-President
CURT McCla LIN Secretary-Treasurer

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Slick moves for oil spill legislation

SACRAMENTO—As we go to press, new oil spill legislation passed by the state legislature in the closing days is awaiting the signature of the governor.

This is the third legislative effort sup- ported by the Alliance of West Coast Craftsmen's Unions, a coalition of laborers, ecologists and labor kept up to present in the nation's interest. The measure was sponsored by Senator Barry Keene and Assemblyman Ted Lempert, through the legislature.

If enacted, the new law would also set up harbor safety committees in the ports of San Diego, Los Angeles/Long Beach, Port Hueneme, Humboldt Bay, and San Francisco Bay, including San Pablo and Suisun Bays. Additionally, taken in the local courts would be required to have dual hulls, bridge alarms, radio telephones, satellite communications and collision assistance systems.

WDTW October show profiles quake heroes

With the first anniversary of California's Great Quake of '94 approaching next month, the award-winning television program The War that Will profile "Heroes of the Quake" in the fourth segment of its October TV magazine.

Using startling film footage and interviews with survivors of the nation's worst earthquake, the show will examine the super-human efforts that helped the Bay Area recover in the wake of the October 17 disaster. The show will also take a "Train Trip to the Past" with film star Danny Glover, who relates the history of the Pullman Porters' Union. In other segments, "Wienie Workers" show how science and politics combine in the Durst poke fun at the tube tube.

As we go to press, the show is sched- uled for October 6 at 7 p.m. at KQED, October 9, 11 p.m., KCET, October 11, 11 p.m., KCET, October 17, 9 p.m., KQED, and October 17, 9 p.m., KQED. Check local listings for other stations.

Vote "NO" on Props. 131 and 140

The ILWU Northern and Southern California District Councils have backed the move to defeat Propositions 131 and 130 on the November ballot.

Proposition 140, the Schaab initia- tive, would restrict the terms of office for assemblymen and state senators to 6 years and 8 years respectively. Proposi- tion 131, the Bancroft initiative, is a "good, pro-labor legislation." The measure would eliminate under this scheme," said DNC chairman Joe King. "Labor must unite against these people!"

A complete listing of ILWU recom- mendations for all November elections on the coast will be published in the October issue of The Dispatcher.

Feathers, Furs & Beads

Of all the feathers in Geronimo's (war bonnet and the furs and beads which were used to adorn it as just one little feather in a very large spoted

Rus WIndsich
Local 24 (retired)
WHAT ARE THESE PEOPLE DOING?—A. Shooting craps; B. Team dressing; C. None of the above. If your choice is C, pay yourself back on the face for recognizing a contract vote in progress. Here, ILWU members at Providence Hospital call the ballots which led to ratification of their “new and improved” agreement.

Divine Providence Pact

Local 26 techs win big

OAKLAND—On August 3, members of ILWU warehouse Local 6 employed at Providence Hospital assembled for their first contract ratification as an “expanded” unit. The group, previously 29 strong, had agreed to expand with members from other unions.

“It was very complex,” said Local 6 president Jim Ryder who headed up contract talks, “but we managed to achieve our goals. Having just settled major contracts with other hospitals—Mr. Diablo and Alta Bates—through the Westshore Terminals, Ltd., everyone was looking for some standardization. We were the first to ratify, no union ‘standard’ to look at. So we sat down and did the best we could.” Ryder cites an introduction by Harry Bridges, concluding remarks by Marcus Despart, and the conclusion by San Francisco journalist Harry Bridges as “tense,” the talks produced a pact that will save future generations of workers from the pitfalls of the past.

In establishing pay and other criteria for the new contract, “we made some changes with other unions’ contracts,” said Local 6 business agent Joe Lindsay. “But for some jobs, like the respiratory and psychiatric techs, there was nothing to compare them with other units. Nevertheless, we did some standardizing of our own. It’s a work in progress.”

The contract document reflects the effort. Retroactive to July 1, 1990, classification

tions receive special pay adjustments ranging from 12% to 42% to bring them up to standard. Next year all classifications get an across-the-board pay raise of 7%.

Additional raises come in the form of new or improved supervisor work shift, and standby pay. A “hot in the door” provision calls for limited cash-out of unused sick leave upon retirement of termination.

Other contract language regulates non- bargaining unit work; holiday and vacation regulations; cross-training and continuing education; parental leave for both men and women; union rights; a joint labor-management committee; and bookkeeping.

Classifications covered by the agreement are: X-ray tech, surgery tech, anesthesia tech, psychiatry tech, electrocardiograph tech, ultrasound tech, respiratory therapist, radiology tech, ultrasound tech, and nuclear medicine tech.

In addition to Jim Ryder and Joe Lind- say, members of the negotiating committee were C.J. Jordan (surgery), Sherry Pontes (respiratory), Linda Davison (ultrasound), and Karen Stumpf.

The hospital didn’t create much good will, Ryder said. “The contract is a step forward. It isn’t perfect, but it’s a step in the right direction.”

The triage system is still in place, but patients now receive an initial evaluation by an intake officer, who then triages them to their appropriate department, or sends them directly to the doctor’s office. The intake officers are the first to meet the patient’s needs. If the patient continues to need hospital services, the intake officer will make other arrangements for them. If the patient is discharged, the intake officer will follow up to ensure that all necessary arrangements have been made. The intake officers also keep track of all the patients who are admitted to the hospital.

Onboard the Betsy Ross—From left, ILWU members John Nelson (bosun), Julie Way (chief engineer), Jack Newbold (captain), and Pat Albers (pilot), with IBEW volunteer Fran Neely and NMU cook Ed Grant.

In the midst of a shrinking market for US merchant marine seamen, the Tongue Point Job Corps is placing their graduates. The program is exploiting a shortage that has developed in able bodied seamen since the Betsy Ross was decommissioned. The program started first by granting lifeboatmen’s endorsements—a necessary prerequisite for ordinary seamen—has been a big success. The Tongue Point Job Corps has placed over 200 seamen in this capacity.

The Tongue Point Job Corps is a necessary prerequisite for ordinary sea- men’s jobs to train AB’s. There’s a real po- tential of entry level positions. Meanwhile the age of able seamen has been going up. The average age of able seamen has been going up to 45. The advantage is that we can train AB’s at a younger age and they can start working at a younger age. The Tongue Point Job Corps is a necessary prerequisite for ordinary sea- men’s jobs to train AB’s. There’s a real po- tential of entry level positions. Meanwhile the age of able seamen has been going up. The average age of able seamen has been going up to 45. The advantage is that we can train AB’s at a younger age and they can start working at a younger age.

BU, NMU plot course for maritime school

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AROUND THE NATION

With $30-million "golden parachute"
Lorenzo bails out of the airline industry

Few people got their hands dirty to dare a tear or two when Frank Lorenzo announced early last month that he was building a new airline called Continental, freed from the shackles of unionism. Fueled by unions, employees, stockholders and the federal government, the high-flying Lorenzo, exiled union-busting maven, made the exit stripped to a $30-million golden parachute.

As he announced his departure, Lorenzo seemed almost apologetic, admitting that his idea of an airline was hurting the airlines. But the prime impetus behind the initiative was not the attack of scruples: he's being paid a king's ransom to get out and stay out.

In the airline industry, Lorenzo's fall from grace came as a surprise only to those who weren't paying attention. Rumblings of discontent throughout his airlines—Continental, Eastern and others—have persisted for years. His ruthless quest for power and profit alienated workers and the traveling public, leaving his airlines in a shambles. Even the companies' respective boards began to turn. It was only a matter of time.

WATERLOO

The Eastern Airlines strike proved to be Lorenzo's Waterloo. After forcing a confrontation with unionized workers over generous pay and benefits concessions, Lorenzo triggered a mass walk-out by the machinists in March 1989. Flight attendants and pilots followed. A highly-organized union media campaign garnered tremendous national support for the workers and unleashed devastating evidence revealing Lorenzo's unethical and rank cash from Eastern's revenue accounts.

Meanwhile, the Federal Aviation Administration launched a massive investigation into airline moxie violations alleged against Eastern, Continental and other airlines under the control of Lorenzo's parent company, Texas Air Corporation, now called Continental Holding, Inc. Congress held hearings, the labor movement rallied, and the traveling public, leaving his airlines in a shambles. Even the companies' respective boards began to turn. It was only a matter of time.

Boycott Cook's!

Cook's champagne has been placed on a new level. Former AFL-CIO boycott list at the request of the airline industry. Workers are demanding additional major concessions to those that members of Local 186 took in 1983. At that time, when the employer asked for economic relief, union members agreed to a three-year wage and benefit freeze.

CURREY'S WORRIES

The company, according to union officials, is prospering; its demands for health producers of Cook's, are demanding additional major concessions to those that members of Local 186 took in 1983. At that time, when the employer asked for economic relief, union members agreed to a three-year wage and benefit freeze.

Vex, lies and videotape

Buyout battle rages at Greyhound

As the Greyhound strike steers into its 8th month, striking bus drivers are pinning their hopes on an employee buyout of the debt-ridden company as a vehicle to take them down the road to labor peace.

The strikers, represented by the Amalgamated Transit Union, have tied their fortunes to Blackstone Group, a New York investment banking firm which is leading the union's charge to wrest control of Greyhound from its union-busting chairman, Fred Currey.

Greyhound's creditors, temporarily held at bay by Curry and company scramble to reorganize under bankruptcy laws, are weighing their options. The union, through Blackstone, is looking at purchasing Greyhound with up-front money of about $600 million; workers would get stock ownership in exchange for reduced pay raises.

CURREY'S WORRIES

Currey, on the other hand, has yet to come up with a plan. To keep creditors in his corner, he's blitzing them with videotapes alleging union violence and "white papers" minimizing major charges filed against the company by the National Labor Relations Board.

The NLRL claims that Greyhound engaged in unfair labor practices when it unilaterally implemented its last contract offer before reaching a legal impasse in bargaining. If upheld, Greyhound will have to rehire strikers and pay tens of millions in back wages. The trial is expected to go forward in November, allowing the NLRL to get evidence needed to investigate other charges.

Meanwhile, Greyhound plunges deeper in debt as reports of unlicensed drivers and fake paychecks are 필드 센터 devaluing the company. On September 13, 1989, the Federal Aviation Administration launched a massive investigation into airline violations and lack of safety for passengers.

ILWU and scores of other unions representing workers throughout the Golden State gathered here in July to hammer out joint strategies and policies at the 19th Biennial Convention of the California Labor Federation, AFL-CIO.

ILWU International president Jim Harriman, one of many giant speakers, underscored the need for continued solidarity among the respective labor organizations.

A BETTER LIFE?

"Don't just be an activist within your own union," Harriman said. "Become involved in the struggles of workers in the throes of trying to organize, to create a better life for themselves, embrace them, support them. Take 30 minutes to walk with them."

The cohesiveness of California's diverse labor movement will be critical in the upcoming general election in November, delegates agreed, with top emphasis placed on electing a pro-labor governor.

Democratic gubernatorial candidate Dianne Feinstein pledged to make "labor my partner" should she be chosen by the electorate in the fall. Democrat state senator and lieutenant governor Leo McCarthy, running for re-election, echoed the importance of getting a Democrat in the governor's mansion.

"Eight years of George Deukmejian is enough. For Cal. labor may for fall elections.

El Salvador's Legislative Assembly recently approved a bill that would strip public sector unions of their right to bargain collectively over wages and benefits.

Decree 435, approved by the ARENA party controlled legislature, would abolish the bargaining rights of employees in "semi-autonomous institutions" such as the Social Security Institute, the Telecommunications Agency, and Lempa River Hydroelectric Commission. Workers in these institutions have formed some of the country's strongest and most militant unions.

Unions have threatened to paralyze the government if President Cristiani signs the bill into law.

Decree 483 is part of a broader assault on unions and peasant organizations. The
Interview with a "wharfie"

Big changes ahead for Aussie dock workers

Up from "Down Under," Bay Arceri of Australia's Waterside Workers Federation made San Francisco the first stop on his world-wide tour of international ports. He took a breather at the ILWU International Office recently to talk to The Dispatcher about his union, his members, and some pretty radical changes they're going through.

We hear your union has been involved in critical bargaining. What's going on?

We're discussing what we call "enterprising joint ventures." Our negotiations include all the employers, and eventually, the government. Our longshoremen— we call them "wharfies"— are currently permanently employed by the industry at large. We have no casuals in the major ports. What the employers want is for each shorehouse company to employ its own labor force.

How would that work?

The companies want the right to go to a "transitional pool" of wharfies, which is being set up for the life of this principal agreement we just signed. It works like your dispatch ball. The matches in the pool get paid about the same as if they were permanent, only they don't belong to a specific company.

You see, under the old agreement, a young bloke who comes in has the same rights as the older one— same wages, same conditions. In our new agreement, progressing into the industry prior to March 1, 1989 have job security for life—that is, exactly the same wage and benefits—and the ones coming in after will have that guarantee only for the life of the principal agreement, which is 3 years.

The theory is that, if there's ever a downturn, the company has the right in a last resort to say, "We don't need you." They can't do that now.

It's also been agreed that the young blokes coming in must be multi-skilled. They can do wharfie work, ride machines, and also be in the clerical side of things.

Is there a concern that these changes will weaken the union?

Not so much. Most of our blokes are for it. There are many advantages. We have a severance package for the older blokes. We're talking about 60 years of age and over. Gayle is 12 years of age, so it's the first to be eligible for it.

They get 50% of their remaining weeks in the industry, plus two weeks every year of service, plus a kind of pension that's paid in a lump sum. If it blokes works for 15 years, he gets 16 weeks' pay. Then there's annual leave—that's 5 weeks—like your vacation. All accumulated pay would be paid out.

What about medical coverage?

What the employers want is for each older worker to bring in his own medical. We say that's too much for the union to pay, so we've excluded that from the agreement.

Are many of your older members anxious to take advantage of the severance package?

A few. Why? If they weren't loyal to the union, they'd be bringing up their own. But there is a lot of loyalty. Our members are prepared to let the union negotiate its way through this to get a package that is satisfactory to them, the employers and the government.

Where does the government come in on this deal?

Our agreement is subject to government approval. The government has pledged $154 million for the severance package; the employers will give another $154 million. The government, however, won't release the money until they see the final agreement and see significant changes. They want changes that will provide for productivity and efficiency.

At this stage, we'd say your looking at about 3,000 wharfies going out and about 1,000 new blokes coming in. That's part of the reform: to allow the older ones to leave and bring in 1,000 new blokes who will be multi-skilled.

How many members are there in your union?

At the moment, we're about 8,000 strong. We represent the wharfies, clerks and non-unionized employees of the Agriculture Ministry. The government will get a fix on how their union would function in a 'private' environment.

Currently, the Brazilian longshoremen's union is negotiating with its government over plans to hand over control of all ports and equipment to private enterprise. The union recently shut down all of Brazil's 63 harbors in a short walkout protesting the scheme. The strike prompted the government to seek resolution of the dispute through negotiation with the union. The talks were suspended temporarily as the unionists took off for points north on a fact-finding tour of US ports.

Members of the delegation were Jair Louzado Diaz, president of the longshore union; Luiz Fernando Barbosa Santos, judge of the state court and secretary; and Jose Carlos Guimaraes, information director. After a brief visit to New York, they flew to the west coast, stopping at ILWU longshore division locals in Puget Sound, the San Francisco/Oakland Bay Area, and Los Angeles/Long Beach.

WHERE TO HEAR

The union represents workers employed at or near waterfronts, harbors, and docks in Guimarães. "We have about 160,000 members. We do the work on the docks, the stevedore work in the ships, the clerical work, and the warehouses too. We enjoy our trip to the United States, but we are here to work."
The Dispatcher Page 6

They're back...

Auxiliary 1 is UP and running

IN THE FAMILY—Eugene Kenney and Merle Kenney, the only known father and son retiree team out of Local 19. Merle is a former lumber mill worker, bricklayer, farmer and truck driver who went through the "34 strike and retired in 1967 after many years as a slinger in gang #24. The younger Kenney worker, who was plywood manager when serving on an aircraft carrier in World War II. He came to the waterfont in 1965, working as a hold man, deck board, and the last twelve years on all phases of container cranes.

Local 500 holds first annual fishing derby

VANCouver, B.C. — Members and retirees of ILWU Canadian Area Local 500 got together July 28 and 29 for the Local's first annual fishing derby. "Ninety-seven fishermen participated," said Local 500 member Larry Carmichael, "but, due to rough seas, very few fish were weighed in."

First prize went to G. Stouchnow with an 18 lb. spring, R. Tattersall hooked the largest, est salmon, 6-114 lbs, which earned him second place. H. Howe caught more than 20 fish and missed the first morning of the derby because he overslept; nonetheless he pulled the largest "non-salmon" out of the drink.

King fisherman Don Watson took the prize for largest fish, while Jim Keith, Sr. mailed first prize for "hidden weight" with the only fish he caught. The oldest fisherman participating in the derby was retired longshoreman C. Gregerson.

"We would like to acknowledge the following companies for their generous donation for the derby," said Carmichael. "They are Vich, Chinook Wire Rope, Stillwater Sports, Labatt's and Fisherman's Cove. On behalf of the committee, I'd like to thank all the participants and hope to see them all for next year's derby."
Local 23 avert disaster

A copy of the following letter, originally issued to ILWU longshore Local 23 busi- ness agent Jim Norton, was sent to inter- national President Jim Herman by F. D. Smith, President, Stevedoring Services of America. Mr. Smith suggested that the letter be published in The Dis- patcher "to publicize the (ILWU's) abil- ity to professionally get the job done" in the face of a "potential major disaster."

On Friday, July 6, the TOTE vessel Great Land suffered major engine room flooding while it was at berth loading in Tacoma. It was a very serious emergency which required prompt action by vessel crew, stevedoring personnel, longshoremen and other support groups to avoid an even more damaging situation. A critical role in this regard was per- formed by members of Local 23 who, on a voluntary basis, began quickly and effi- ciently off-loading the main and second decks aft, contributing to our regaining stability of the vessel. Additionally both late Friday, as well as Saturday and Sun- day, July 7 and 8, Local 23 completed off- loading the balance of the vessel.

From the time of our relocation to Tac-oma in June 1976, Local 23 has been an instrumental factor in establishing TOTE as not only a viable carrier but a para- mount service to Alaska. This ongoing com- mitment and sense of partnership was evident again on July 6. Please accept this appreciation to all those involved. It was another job well done.

As of this writing, the length of time that the Great Land will be out of service is not known. Every effort is being made to mini- mize the duration of repairs. As soon as it is possible to return her to service, she will once again operate on a weekly schedule for Tacoma with the professional loading and unloading performance by Local 23 mem- bers which we have come to respect and depend upon.

Robert R. Mullen
President and Chief Executive Officer
Tote Ocean Trailer Express, Inc.
Seattle, Wa.

USCG drug rule off course

The following letter was sent to the Executive Secretary of the US Coast Guard's Marine Safety Council by a member of the Inlandboatmen's Union, ILWU.

Now you want a random drug test plan? After the last 900-plus pages of documen- tation was submitted on this issue, little if any credence was paid to the legitimate testimony of hundreds of merchant marines. Well over 95% of the testimony was against drug testing yet the Marine Safety Council at US Coast Guard HQs, failed to listen to constituents paying their salaries. Instead the proposal was modified to suit the concerns of management.

Dropped was the section requiring com- panies to pay for rehabilitation of workers testing positive. Now they just get fired. Ah, yes, "a kinder, gentler America."

It seems the Coast Guard has stripped off its true course of protecting the merchant marine to one of aiding and abetting ship- ping companies in their quest for record profits at the expense of the seamen of this fine country.

In the Proceedings dated August-Sep- tember 1988 (Vol. 45, No. 5), Sean T. Con- naught, author of the article "Fatigue and Reduced Manning" deems that fatigue is not a mitigating factor in maritime fatal- ities. It seems Sean has not spent many 12 to 14-hour shifts loading bunker on a barge with his face in a tank counting the rungs. Nor has he stood a 6-hour wheel- watch on a 3-man tug. (The only soul awake in charge of navigation, checking the engine room, and the tow). Here's another dock jockey, pencil pushing bean counter who doesn't have a grip on the true nature of the work. He goes on to laud such future practices as skeleton crew loading ships to the sea buoy of a port and then having tie- up crews board the vessel to assist in berthing. At the conclusion he begs off Coast Guard Responsibility by saying, "The Coast Guard does not have unlimited authority or resources to address this issue." I'm sure the Board of Directors at ARCO gave him a nice pat on the back for his propaganda.

So where's the Coast Guard's myopic focus of attention? On drug testing, harass- ing and humiliating the remaining crew members of the United States Merchant Fleet.

We've lost 3 union brothers in the last 2 years in Los Angeles/Long Beach Harbor alone. Michael Pilofter, crushed between a tug and a barge, was a friend, as were Brian Belanger and Paul Zochau.

Random drug testing is not something more than a tool for harassing, fining and demor- alizing the nation's merchant fleet. You are forcing the hands of people who do not wish the working man well. By blindly rub- ber-stamping this proposal you do a disser- vice to everyone jack of us who ever sailed the high seas under the stars and stripes. It's bad enough the companies want us to leave our constitutional rights at the gate, let alone your approving it.

I hereby propose officially that the United States Coast Guard, in conjunction with OSHA and the Southwest Research Institute of San Antonio, Texas adopt a plan to test all merchant marines on a reg- ular basis for exposure to hazardous petro- chemical products in their body tissue. What in hell is in a load of bunker oil any- way? H2S, we know that, but it's only been the last year or so that Plocow had sensing meters on board the barges. What else is in this stuff? In Proceedings, April/May 1986 (Vol. 45, No. 3), author M.D. Morrissette said: "The Coast Guard is committed to reduce adverse occupational health expo- sure to Merchant Marine by 50% by 1992."

I sure as hell don't see it happening. You say zero tolerance to drugs. We, the Mer- chant Marine say, zero tolerance to toxins in the workplace.

Ted Sadler
Lakewood, Ca.

Onions

Just had to let you know, the comic strip (The Continuing Saga of Captain Soli- darity, August 2990) turned me off, tuned me out. Too tacky for The Dispatcher and the serious message.

Jack D. Allen
San Pedro, Ca.

Orchids

Your three-part series on the problems of drug addiction is one of the best pieces of journalism I have ever seen in a Union pub- lication. In fact, the first two stories in par- ticular were right up there with the best I have seen on the topic anywhere. Keep up the good work.

Robert A. Bush
Taylor, Roth, Bush & Geffner
Burbank, Ca.
District Councils target November elections

In the Northwest

Political action plan mapped

LONGVIEW—Delegates recently attended a three-day sight-seeing and meeting of the Puget Sound and Columbia River District Councils unanimously agreed to make political action an ILWU priority between now and November 6.

Both Washington, Coast Committee-man, and Portland ILWU attorney Frank Pozzi, keynote speakers at the all-day ses-sion, emphasized the need for full time lobby-ists at the Oregon and Washington state capi-tols, as well as increased political action by all segments of the union.

The response to the calls for stepped-up legislative and political action from both active and pensioner delegates was imme-diately. Suggestions made from the meeting floor included: raising additional monies for the International union and the district councils'Political Action Funds; more letter writing, petition signing and participation by rank-and-file union members at all levels; and pledges by pensioner delegates to help register voters, man phone banks and do precinct work in the fall campaigns.

SAL MESS

Joint council delegates also zeroed in on the Savings & Loan failures and the right to strike. ILWU locals and members were urged to write Congress, insisting that the costs of the savings and loan mess are not dumped on average citizens and that HR 3806 and S 2112 be adopted to outlaw the hiring and use of so-called "permanent replacement workers" during economic strikes.

A motion was also unanimously adopted urging immediate Northwest organizing efforts by the International which could include assignment of an additional person for the job.

One of the highlights of the joint council meeting was a report by Puget Sound Dis-trict Council President Jim Forbes on his recent visit to the Soviet Union. Forbes found union members there to be avid readers of The Dispatcher and knowledgeable about US labor issues. Forbes observed that working and technological conditions in Russia are much worse than in the United States in the late 1940s and early 50s.

ENDORSEMENTS

Following adjournment of the joint coun-cil meeting, both the Puget Sound and Columbia River District Council (CRDC) met separately in the ILWU Local 21 build-ing, the site for both meetings. The Puget Sound District Council completed its endorsements for the Washington State September 18 Primary Election, which were presented at the opening of the Dis-patcher.

At their own follow-up meeting, Colum-bia River District Council delegates instructed Secretary Robert Fanzaro, Jr, to send communications to the US Senate Judiciary Committee and Oregon Senators Mark Hatfield and Robert Packwood urg-ing full questioning of Supreme Court nominee David H. Souter to his views on civil and labor rights. The meeting was reminded that Charles Evans Hughes, a Supreme Court Chief Justice in the '30s, had once said "the Constitution is what the judges say it is."

Later meetings of the Columbia River Council held August 19 and September 2 completed that Councils endorsements of candidates and ballot measures for the November 6 general election, which will be printed in the October Dispatcher.

OTHER ACTIONS

Actions taken at these later CRDC meet-ings included:

• A donation made to the labor oriented Oregon State Council of Senior Citizens to help defray the cost of that group's October 4 Third Annual Senior Advocacy Conference.

• Signing on as a "Friend of the Court" (Amicus Curiae) in a state supreme court referral of an Appeal's Court decision allowing petitioning at the entranceways of certain Oregon supermarkets.

• The election of Council delegates Joe Murdock, IBU, and Jeff Adams, Local 50, Astoria, to represent the council at a 3-day US-Canadian Labor in a Global Economy Conference to be held in Portland later this month.

MEETING OF THE MINDS—Coast committee member Rich Austin, standing far right, joins Northwest Councils in Longview.

In California

Governor's race top priority

HAWTONE, Ca. — Meeting here August 11-12, nearly 50 delegates from ILWU California locals, auxiliaries and pension groups adopted an action program for the states November election.

At the meeting, sponsored by the ILWU Northern and Southern California District Councils, delegates threw their support behind Dianne Feinstein, the Democratic candidate for governor, noting the power the governors office wields in appointing members of the State Department of Industrial Relations, CalOSH, the Workers Compensation Appeals Board, and the Industrial Welfare Commission.

"We need a new administration that will enforce laws on behalf of working people," the delegates said.

Toward that end, delegates voted to con-duct voter registration programs until October 8, to encourage ILWU members to use absentee ballots, and to participate in get-out-the-vote campaigns.

SPEAKERS

NCDC president LeRoy King (Int'l) opened the meeting, with SCDC president Dave Ariau (Local 13) presenting the key-note address. "There is a split between the haves and the have-nots," Ariau said. "Something is wrong when the burden is put on working people. We need to make a clear political statement.

A case in point was the delegates' vehe-meent opposition to Governor George Deuk-menan's prison labor measure, Proposition 138. Slated for the November ballot, it seeks to allow the state's convicts to be farmed-out to private employers.

Governor's budget crisis sparked dis-cussion as Assemblyman Richard Floyd explained to the delegates why he went into budget hearings with a sack over his head. "If you had to work for a budget that screwed over blind people, you would have been embarrassed too."

Lenny Goldberg of the California Tax Reform Association told the delegates, "The budget has been fixed with chewing gum and bailing wire. Subsequently, the delegates adopted a statement calling for restoration of fairness which has been vir-tually non-existent in the Reagan, Bush and Deukmejan tax policies.

NCDC legislative rep Don Watson (Local 34) presented the joint NCDC/SCDC legis-lative report prepared by SCDC leg. rep. Dave Ariau and himself. The key fact this year, Watson noted, was over oil spill pre-vention bills calling for tanker escorts and other requirements. Two major bills, spon-sored by State Senator Bill Keene and Assemblyman Ted Lempton, have a good chance of passing. Watson also reported on the progress of comprehensive health insurance bills.

DELEGATE VOTES

In other actions, delegates:

• Reaffirmed continued support of uni-versal comprehensive health care legislation.

• Backed the ILWU International Execu-tive Board's positions on the savings and loan crisis and "right-to-strike" bills pend-ing in Congress.

• Pledged to fight the proposed integra-tion of working-class credit union insur-ance with that of troubled banks and S&Ls.

• Contested new standards implement-ing SB 198 for workplace safety commit-tees. (ILWU research director Russ Bargmann told the delegates that the bill was good but the standards were wrong.)

• Sent letters to US Senator Alan Cranston and Senator Lucy Killea asking them to support continued shipping in San Diego harbor.

• Referred a resolution concerning alter-native fuels to the International Executive Board.

ACKNOWLEDGEMENTS

Helping with the drafting of the Officers' Report were SCDC secretary Luisa Grat (Local 26) and NCDC vice chairman Bill Watkins (Local 10).

Delegates paid special tribute to Nate DiBiasi of the Southern California Pen-sioners for his remarkable recovery from illness. Delegates also acknowledged DiBiasi, along with Don Watson and Peggy Chandler, for putting the conference together.

The meeting ended with Assemblyman Floyd reiterating the importance of the upcoming election. "We've got to win this one," he said. "We can't go through another 8 years of this stuff."