**ICTF Showdown**

See President's Report, Page 2

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**DISPATCHED**

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At ILWU Board meeting

**Organizing strategy adopted**

SAN FRANCISCO—In an extraor-
dinary four-hour session in San Francisco January 9-10, members of the ILWU Inter-
national Executive Board established new policies on organizing, redefined the duties of the International officers, subscribed to the AFL-CIO's Unions Privilege Programs, and took action to support Local 13 Allied Division members whose jobs at the LA/Long Beach Intermodal Container Trans-
fer Facility (ICTF) are in jeopardy.

The delegates heard an extensive report from International President David Arian and from Business Agent John Kuchar on Southern Pacific's threat to dump its cur-
rent contractor and terminate 351 ILWU members employed at the ICTF effective February 17. The Board voted full support to these workers, and asked each ILWU local to donate whatever it could on a volun-
tary basis to support the members at ICTF. Checks should be sent directly to the Inter-
national, earmarked for the ICTF Defense Fund.

"This is the most important issue facing the longshore division right now," said Ar-
ian. We cannot stand by and watch the dis-
placement of over 350 workers. We cannot allow Southern Pacific to arbitrarily dic-
tate to these workers, to the shipping in-
dustry and to the LA/Long Beach Harbor, the fate of this important waterfront facility.

For a full report on the issues at ICTF, see separate article on this page.

**LOCAL RESOURCES**

Organizing, however, was the main focus of the meeting. "We have two basic prob-
lems," said International President Arian in his report to the Board. "First, an inten-
sive organizing program is absolutely criti-
cal to the survival of the ILWU on the main-
land. Second, we have extremely limited financial resources with which to imple-
ment such a program.

"The only real answer is to tap into the
energies and talents we have in the locals and among the members, and match them with the resources which the International can make available."

The new policies adopted by the Board, as proposed by the four officers, provide for the establishment of Regional Organizing Committees (ROCs) in Southern Califor-
nia, Northern California, Oregon/Columbia River Area, Puget Sound/Washington Area, and Alaska. These Commit-
tees, composed of representatives of each local, will have the responsibility for deve-
loping a strategy for organizing in each area and will submit this plan to the Inter-
national officers.

Each Regional Organizing Committee, would also seek to raise enough funds to match the amount of money in the Inter-
national budget earmarked for its area, thereby doubling the organizing budget for each area which was established at the 1991 International Convention. The Re-
gegional Organizing Committee would also be responsible for hiring staff, subject to the approval of the International.

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In Port of LA/Long Beach

**Local 13 members win support**

LONG BEACH—As this issue of The Dispatch goes to press, the ILWU is en-
gaged in an all-out effort to defend the jobs and jurisdiction of 340 members of the Al-
ed Division of Local 13 at the Long Beach/Long Beach Intermodal Container Trans-
f er Facility (ICTF).

These workers, members of the union since 1987, received notice just before the Christmas holidays that their jobs would be termi-
nated on February 17 and replaced by Southern Pacific employees.

It could get serious. As ILWU Inter-
national President David Arian told an audi-
ence of shipping executives at the area Pro-
peller Club last week, "If we're thrown out, I see changes in the state of labor relations in Southern California and the entire West Coast." Declining to rule out coastwise job action, Arian said that "final decisions on strategy would be made by the membership."

"That's the way we do things."

"The consequences of this move by SP go far beyond the boundaries of the ICTF facil-
ity. We need to protect our current jurisdic-
tion and we need to discourage any other future encroachments by the railroads into territory that has historically been ILWU."

**RALLY SCHEDULED**

The union's basic strategy has been to
make Southern Pacific aware that these 351 ICTF workers are not alone. ILWU and other trade unionists, political and com-
unity leaders and others will send the
message out clearly at a rally at Local 13 headquarters, at 11 a.m. on February 2.

The story goes back to December, 1987, when workers at the newly established ICTF—the largest intermodal yard in the country—voted overwhelmingly for Local 13 representation. They have, since then, negotiated two contracts which increased the base rate from $10.50 per hour to the current level of $16 per hour. Members at the ICTF today enjoy good fringe benefit coverage, seniority, and other standard ILWU contract language.

They have also given Southern Pacific unprecedented productivity. For several years, by all accounts, production was low. Even SP admits that disorganization at the top produced confusion and tension in the rail yard. But productivity has soared since last spring, once a number of SP manage-
ment crises were put to rest in a labor/solid

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Union privilege

See page 3

INS ruling

see page 8

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...Open the books! Show where
ILWU members have failed to live
up to their part of the bargain.
Show the shipping industry why it
should live with the disruption of
service.

Explain how tossing 350 fami-
lies into the street serves any pur-
pose other than the pursuit of
profit at any price.

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continued on page 3
Hot issues explored on labor TV show

Next month, labor's own TV show, Do The Work, explores two of the hottest issues facing workers: the health care crisis and strike-related issues. The featured segment, "Rush to Health," explores the nationwide Emergency Drive for Health Care, a labor's campaign that drove ambushes across the nation, and the nationwide campaign to garner support for health care reform. The show features a message to politicians: "We're letting them know that if they don't maintain national health care priority, their political health is at stake," says one activist.

We Do The Work also examines the issues—sand the controversy—surrounding pending legislation to ban em- ployed spot for strategy sessions and organizing workers engaged in legal strikes.

Comedian Will Durst will close the show with another of his satirical part-

ning for next month at Fort Mason Center—a

play from February 14 through April 5

'fn

museum IlaitoAmericano, also at Building

families with children; and a staggering

iPo

$1 for students and seniors.

The poverty rate in the US is the worst

age of families who own homes.

cally, two-thirds work full time, 17

South Africa tolerate the permanent re-

The Los Angeles/

Bay area businesses are the subject of a pub-

• The poverty rate in the US is the worst

• US production workers rank seventh in

the US and the only ones which have refused to accept the ma-

meric by simply estab-

The longshore divi-

We'll go to the mat on this one. Our major concern is the injustice being done to our brothers and sisters at the ICTF, and their families. But we're also looking at the future of the longshore division. The ICTF was established by the two ports for the sole purpose of providing service to the ship-

We Do The Work also examines the issues—sand the controversy—surrounding pending legislation to ban em- ployed spot for strategy sessions and organizing workers engaged in legal strikes.

Comedian Will Durst will close the show with another of his satirical part-
Jorge Partida
Give workers more training. Repositioning needs more training. More training means more jobs.

Melvin Davis
The labor movement needs to take more responsibility. It's not as effective as it used to be. It's more like a hobby, a recreational concern.

Steve M. Paich
There are so many things. I'd like to see more reorganization. We should be more light SK. Sometimes the model does great things.

John Kucher, Business Agent for the Local 13 Allied Trade Division, writes to ILWU members at the LA/Long Beach intermodal yard. Seated, International President Dave Arias.

International Board sets new organizing strategy

—continue from page 1

The ILWU International Officers, constituted as the National Organizing Committee will be responsible for resolving the jurisdictional disputes; providing legal, research, and other assistance, and establishing appropriate accounting and payroll procedures.

In order to free regional staff to work with the Regional Organizing Committees and associates, the ILWU will be restructuring the operations of the International organizing work. The IEB agreed on a program to restructure the operations of the International office.

Under this arrangement, each titled officer will be responsible for providing direct support to one of the regions. The Vice-President for Organizing will have responsibilities for assisting Local 142, Local 160 and the ILWU offices in Southern California. The Secretary-Treasurer for Northern California; the Vice-President/Mainland for the North-west and Alaska. Members of the International Executive Board will also be assigned to represent the International in their respective areas, as needed.

If an area does not establish a Regional Organizing Committee, or if no Regional Director can be appointed, the International will work directly with the member unions to restructure the operations of the International office.

The Regional Director positions shall be skeletonized and the IEB agreed to establish Regional Organizing Committees become functional. Reinvestiture of these positions shall be a priority, and shall be accomplished as soon as financial permits.

The Board's work on organizing concluded with a workshop conducted by Mark Splain of the AFL-CIO Organizing Institute, with presentations by ILWU attorneys Bill Carder, Richard Zuckerman and Rob Remar. The International was authorized to continue to recommend ILWU members for training by the Institute. See page 7 for a report on the Institute's activities.

In other actions, the International Executive Board:
• Heard a presentation by David Silverman, director of the AFL-CIO Union Privilege Programs, which provides a low-cost consumer services to members of affiliated unions and those organized under the auspices of the ILWU. The presentation also detailed the fee schedule of the ILWU's own Union Privilege program.
• Supported the strike by the Hotel and Restaurant Employees, Teamsters, Operating Engineers and Carpenters at the Frontier Hotel in Las Vegas.
• Reaffirmed support for the drive to raise funds for the establishment of a Harry Bridges fellowship program. The program will provide financial assistance to students who have a commitment to public service.
• Endorsed ILWU participation in the Bay Area Dredging Action Coalition.
• Supported the strike by the Hotel and Restaurant Employees, Teamsters, Operating Engineers and Carpenters at the Sea-Tac Airport.
• Supported a resolution from Local 34, San Francisco; Jim Ryder, Local 6, Everett; Tugboat will receive over $3,000 in back pay as a result of the new contract which will expire June 1, 1993.

Employees will also receive an hourly wage increase of $2.15 over a three-year period, specifically 67 cents the first year, 78 cents the second year, and 70 cents the third year.

In addition to the wage increase, members will also receive new benefits for up to one year of back pay.

Other improvements include reduced waiting periods for sick leave benefits, and a 30 percent discount on medical and dental insurance.

Mike Ito, chairman, and William Kenison, spokesman, served on the union negotiating committee.

Union Privilege benefits available to ILWU members

San Francisco—ILWU President Emeritus Jim Herman will be presenting a retirement dinner to be held February 8, beginning at 6 p.m. at San Francisco’s Sheraton Palace Hotel.

Tickets are $100 each, tables of ten are $1000. For further information contact Mary Balz and Associates, (415) 777-3240.

All proceeds above the cost of the dinner will be divided between the Delancey Street Foundation and the ILWU Relief Fund.

Co-chairs of the dinner are former San Francisco Mayor Art Agnos, California Labor Federation Executive Director Mike Harman; retiring ILWU Northern California Regional Director LeRoy King and Delancey Street Foundation executive director Mimi Silbert.

Frank Gauthier
Make the job safer. There are too many people getting hurt. People should be better trained.

Eliseo Hernandez
Hire more people. Eliminate overtime so everyone can work. Train more people. We can get more work if we have more skilled people.

Douglas Schmidt
I wish for more jobs, wish for more work. It's doing great paying jobs. We have to get to work and manufac-

Productive session
Canadian dock work protected

By LINDSAY MCLAUGHLIN

VANCOUVER, B.C. - An attempt to end run Canadian unions by shipping grain out of a US port culminated in a comedy of errors last month, with the right-wing government of Canadian Prime Minister Brian Mulroney serving as court jester.

It started in October with an announcement by the Canadian Wheat Board to embark on a "trial run" shipment of barley bound for Saudi Arabia from Edmonton, Alberta, through the Port of Seattle. From the outset, it was clear that the plan to pass Canadian ports, particularly Vancouver, was to "teach the unions a lesson," as ILWU Canadian Area President George Westrand put it.

In the summer of 1991, the Grainworkers were locked out when they refused to accept a demand for a twelve-hour work week; negotiations continue with the assistance of a federal mediator.

Then in September, Canada's 160,000 workers went on strike as a result of the rail backing a raging im pense, which concludes to be a drag on the economy.

Although the Chicago Grain Exchange (CGE), a representative of the Chicago Board of Trade (CBOE), issued a statement to the Minnesota Public Utilities Commission concerning any of these issues and have exhausted their basic benefits.

Large grain exporting companies like to receive letters from ILWU members who are always willing to work for a living wage and a safe work environment. However, the sugar industry in this country. Assurance concerning any of these issues and have exhausted their basic benefits.

Neil Abercrombie (D-Hi) has introduced a bill to the House of Representatives of Congress concerning any of these issues and have exhausted their basic benefits.

The General Agreement on Tariffs and Trade (GATT) negotiations are in their final stages and have the potential to reduce domestic subsidies for sugar below our country's agreements. The sugar industry in this country. Assurance concerning any of these issues and have exhausted their basic benefits.

The ILWU is strongly supporting a Canadian-style universal, comprehensive health care program. However, the sugar industry in this country. Assurance concerning any of these issues and have exhausted their basic benefits.

TOWBOAT SAFETY: Representative Neil Abercrombie (D-Hi) has introduced HR 3582, which seeks to expand the authority of the Maritime Administration to provide inspection services to coal, oil and other vessels.

Representative Neil Abercrombie (D-Hi) has introduced HR 3222, which seeks to expand the authority of the Maritime Administration to provide inspection services to coal, oil and other vessels.

STRIKER REPLACEMENT: In July, the house passed HR 5, a ban on the permanent replacement of strikers, by a vote of 245-180. The measure received a two-thirds override to an expected veto. The permanent replacement of strikers, which was a part of the legal settlement until we gain the 60 votes necessary to override the veto.

The Wheat Board was urged on the part of the Canadian Wheat Commission to reach an agreement with the US Federal Grain Inspection Service to allow the Commission to provide inspection services at the Port of Seattle.

Down and Dirty

The government also waived certain rules requiring that Canadian grain be cleaned before leaving the country. Cleansing occurs at grain terminals set up in Canadian ports. However, US ports have no similar facilities and ship grain "dirty," according to Westrand. "We object to lowering the standard. High quality is one of the reasons Canadian grain has a competitive edge over other nations."

Canadian grain farmers similar had their say on a number of other issues. Presently the Canadian government provides rail subsidies for grain destined for Canadian ports, but not those in the US. Although the government maintained that the American "alternatives" would increase efficiency and reduce costs in the long run, many farmers were concerned.

To bolster his case, the government insisted that Vancouver - the nation's biggest grain port - faces "fiercely competitive demands of grain shipments. Yet, according to the government, Vancouver and neighboring Prince Rupert handles only 20% of the grain traffic, which would be reduced to about 10% over the next 10 years for all grain and 60 percent for barley.

Members of Vancouver's maritime industry were incensed by the government's attempts to justify its position by denying the granting of the capability of the Port. In early November - with a shipment of 6 barley trains tentatively scheduled for departure mid-month - the Vancouver Port Corporation announced, after conferencing with the railways, terminal operators, unions and others in an effort to stop the revision of jobs and revenues. Additionally, the BC Terminal Employees' Opera tional Area, whose policy was that Vancouver's elevators were "at capacity" as claimed by the Wheat Board.

Canadian nationalists - already disillusioned with the Mulroney government over its give-away of jobs and resources to capitalist Northern Alberta, through the Port of Seattle. The result was a joint press release condemning the government for its lack of concern over its give-away of jobs and resources to capitalist Northern Alberta, through the Port of Seattle. The result was a joint press release condemning the government for its lack of concern.

That wasn't the only problem. The Russian ship that was to transport the grain had been held up by the US Coast Guard in a quiet harbor - a violation of Canadian agriculture standards. Inspectors were able to be sealed from top to bottom. Meanwhile, two more barley trains arrived in Seattle; with the other two elevators cleared to take on the grain, the trains reached a size that defied the original goal of offloading their cargo.

All was not accomplished, Canadian inspectors attempted to board the ship for a second inspection. The captain refused to allow them onboard. He did, however, clear an American inspection team which gave the ship a green light. Canadian inspectors protested, but they were ignored, under their own government.

The Canadian Grain Commission informed the inspectors that their services were no longer required," said Westrand. When questioned whether the Canadian agriculture official Owen Croy said he'd been instructed not to come.

With Canadian inspectors dismissed, the three trains of barley remaining in Edmonton were cleared for departure to Seattle.

TUCKED AT THE BORDER

"We got the good fortune to the fort that we'd gone as far as we could go," Westrand said. "Then I got a call from one of the freighters who'd seen what's happened? Turn on the TV. The TV news was running an accident in Everett, Washington on another Burlington Northern train. A box car had exploded and shut down the tracks into Seattle!"

Washington fire authorities decided that the best way to deal with the fire was to let it burn itself out. It took three days and backed up trains to the Canadian border. "In the meantime," an official from the Washington State Department of Transportation said, "nobody counted on any of this happening."

Although the grain shipment finally left Edmonton around the first of the year, it also left behind a number of nagging questions for the government to answer - about delays, the effects on the Canadian economy and the Canadian grain, the potential loss of Canadian grain,

The government thought it could just tie this through right under our noses," said Westrand. "The government had no problems. A shipment that was supposed to leave from the Port of Vancouver was delayed about a month and a half. I think we made up our minds."

Ewing Westrand, a representative from the Port of Vancouver's grain inspection division said the barley would have been removed from the Port of Vancouver in the first place.
Cooperation produces new Local 6 jobs in Berkeley

BERKELEY, Ca.—On January 6, members of ILWU warehouse Local 6 joined management and other employees of Miles Laboratories for a joyous multi-purpose celebration of the project, filled through the community, misunderstandings snowballed from preconceived notions and foregone conclusions about Miles operations and objectives. No-growthers, animal rights activists, environmentalists and people worried about losing their scenic views of the Bay lodged vocal protests against the project.

"It was so negative in the beginning I won't talk about this thing would fly," said Joe Nitz, a Local 6 shop steward. "I was really worried." Failure to reach an agreement with the city would have been disastrous for Miles, which was used to being on the opposite side of the table from Miles, was recruited to spearhead employee activities aimed at setting the record straight with Berkeley residents. Members of the committee included Nitz, chief steward Mary Alice Bynum, assistant chief steward Gary McKenzie, Bruce Gordon, Paul Thomson, Allen Hershman and Christell Hutchison.

FROM THE INSIDE OUT

First, it was imperative that, before the community could be educated, Miles workers had to understand the nature and impact of the project. Accomplishing that through a series of print labor-management in-plant meetings, the next step was to motivate workers to attend and address public gatherings held by the City Council, the Planning Commission and various community groups.

"We have workers from all over the world here," said Nitz, "so we made signs advertising the meetings in several languages—Russian, German, Chinese, Korean. Even though English was their second language, several came to the public meetings and told a great job of promoting the project. They spoke from the heart." Making speeches in front of frequently contentious crowds of protestors proved more than a little intimidating. But neither jooring hecklers nor disruptive demonstrations deterred Miles employees— from the rank-and-file to top management—from coming forward again and again.

"We couldn't believe how misinformed the community was," Nitz recalled. "This thing about animal testing, for example—Miles is required by the Food and Drug Administration to perform these tests. If alternative testing is permissible, Miles does it. Many residents just weren't aware of the FDA regulations."

In all, over one hundred meetings would be held before the fate of the development agreement was decided. Another vital component in educating the public included door-to-door canvassing of the surrounding West Berkeley neighborhood, coordinated by Local 6. Over the course of two weekends, several dozen volunteers—on their own time—engaged residents in one-on-one discussions about the project, answering their questions and allaying their fears. They distributed a joint letter issued by Miles management and Local 6, which included cards for residents to sign in support of the project. Over 750 cards were collected and subsequently presented to the City Council.

"We wanted the development agreement doesn't. Many residents just weren't aware of the concept of negotiating in good faith, the concept of collective bargaining. Jim Ryder explained:

"If a job is posted and no one is qualified to fill it, really, qualified Berkeley residents will have priority over unskilled people outside. This understanding goes all of our contract rights and helps Berkeley, too."

Berkeley gets a lot more help than that. As part of the development package, Miles agreed to give the city almost $13 million—worth it.

TWO YEARS, OVER A HUNDRED MEETINGS, $13 MILLION, AND AS MANY HEADACHES—ALL FOR A PROCESS? Right. And, as almost anyone at Miles or Local 6 will tell you, we did it.

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"The city wanted Berkeley residents to have first preference for jobs at Miles, with out any regard for our contract," said Bynum. "We wanted the development agreement, of course— there was a lot in it that could be a real plus for Local 6—but we weren't about to give up any of our rights in our contract to get it."

City demands included not only bypassing the Local 6 hiring hall, but ignoring contractual seniority rules governing internal transfers and promotions. "The city's subcommittee just didn't understand anything about our contract, and, sometimes, I wondered if they really wanted to," said Bynum.

PATIENCE

"I was amazed at how patient the company was. They stayed, kept talking, and tried to work out one thing acceptable. They supported us in our demand that our contract be changed.

What Berkeley did get in the area of jobs is first crack at skilled positions that go begging in the plant. Joe Ryder explained:

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"We couldn't believe how misinformed the community was," Nitz recalled. "This thing about animal testing, for example—Miles is required by the Food and Drug Administration to perform these tests. If alternative testing is permissible, Miles does it. Many residents just weren't aware of the concept of negotiating in good faith, the concept of collective bargaining. Jim Ryder and other members of the Local were available all along, giving their advice and opinion. That was invaluable.

We recognized that Berkeley has the technological edge, the research, development and production facilities to make Miles the model of corporate responsibility," Ryder said. "It's what needs to happen as an in-plant agreement and how it was secured "is a testament for quality products, the direct re-

ILWU Local 6 employees at Cutter — now Miles — Laboratories celebrate development agreement with City of Berkeley that will produce over 350 new jobs.

NOT BLANK CHECK

And what did Miles get in the process? "We didn't get a blank check," Carl Duchart clarified. "What the agreement does is create a very firm basis for us to stay in the location we're in. It provides guidelines for the design of the city, environmental conditions and other concerns. As long as our projects are conducted within this framework, we will have a streamlined process resulting in quicker and more certain approval of our plans. This gives us the foundation we need for our future planning and demonstrates that what we want to do in Berkeley we will be able to do."

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ILWU Local 6 President Jim Ryder welcomes Miles Laboratories to Berkeley with members of Fern Tiger Associates—who handled the political and public relations chores—Andres Lichtenstein, Annette Doornbos and Fern Tiger, and ILWU shop steward Joe Nitz.
Bob Olvera's friends remember

WILMINGTON — Former Coast Com-
mmissioner Robert Olvera may be out of sight, but not out of mind. Last month ILWU longshore Local 6 elected Olvera’s rejoinder to the ILWU local pension fund. The vote shows ILWU members’ respect and appreciation for Olvera’s term of service.

Another Local 6 member donated $500 to "help someone help themselves," said McFarland. "As support for the scholarship fund grows, we hope to be making more and larger awards every year.

Serving on the committee were Leonies Cochran, Ray Davenport, Josephine Pettit, Forrest Pittman, Joe Blasques, Grace Gordon, Delores Denham, Darrell Blyth, Tweet Green (secretary) and Ed McFarland.

Canadian scholarships

The following children of members have been awarded the ILWU undergraduate scholarships worth $1,500:

- Ralph Luongo of Local 514
- Paul Krieger of Local 500
- Susan Brown of Local 514
- Joy Gornall of Local 517
- Linda Blyth of Local 518

The $750 Local 506 Ralph Sculthorpe Mo-
mentary Scholarship went to Leonard 

Bob Olvera’s past nine years.

Don Garcia roasted at Local 6 party

SAN FRANCISCO—It was standing room only at the third annual Christmas party sponsored by ILWU warehouse Local 6.

"We had kids and parents backed up from center stage all the way out of the auditorium," said Local 6 RA Joe Jasen. "It just gets better every year." On Saturday, December 19, Local 6 BA Joe Jasen was designated as "Father Labor." The Commish party of sight, but not out of mind. Last month, Olvera’s illness.

Bob Olvera officially retired November 1. He also hit with a one-two punch of accolades and financial help when I was young, I would have been better off as far as school- ing, as I came from a family of six. But I'm not bitter.

Although the scholarships were modest—$300 each—the pensioners presented scholarships to children of ILWU warehouse Local 6.

"It's important to encourage young people to "help someone help themselves," said McFarland. "As support for the scholarship fund grows, we hope to be making more and larger awards every year.

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Bob Olvera officially retired November 1. He also hit with a one-two punch of accolades and financial help when I was young, I would have been better off as far as school- ing, as I came from a family of six. But I'm not bitter.

Although the scholarships were modest—$300 each—the pensioners presented scholarships to children of ILWU warehouse Local 6.

"It's important to encourage young people to "help someone help themselves," said McFarland. "As support for the scholarship fund grows, we hope to be making more and larger awards every year.

Serving on the committee were Leonies Cochran, Ray Davenport, Forrest Pittman, Joe Blasques, Grace Gordon, Delores Denham, Darrell Blyth, Tweet Green (secretary) and Ed McFarland.

Canadian scholarships

The following children of members have been awarded the ILWU undergraduate scholarships worth $1,500:

- Ralph Luongo of Local 514
- Paul Krieger of Local 500
- Susan Brown of Local 514
- Joy Gornall of Local 517
- Linda Blyth of Local 518

The $750 Local 506 Ralph Sculthorpe Mo-
mentary Scholarship went to Leonard 

Bob Olvera’s past nine years.

Don Garcia roasted at Local 6 party

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The assignment came on the heels of a three-day-long July 4th weekend. A longshoreman is elected last month by the AFL-CIO Organizing Insti-
tute this week during the Monthly 7th District Council.

Local 15, Seattle

Portland longshoremen elected the following off-
ficers for the year: President, Will Lo-

gard; secretary -treasurer, Mark Druth. The
dispatchers are Al Owery, Don Anderson, Dave

Local 18, West Sacramento

The results of last month's election held at the Port of Sacramento dispatch hall show the
the following elected officers for the year: President, Larry Johnson; vice-president, John

Local 21, Longview

Longshoremen elected the following off-
ficers for the year: #1 - Jeff Tolsop; #2 - Dave McElrath; #3 - Denny McEvoy; #4 - Robert

Local 19, Seattle

Local 19 members elected officers and com-
mitties last month. Sworn in at the January 9 membership meeting were: president, Bob Frazier; vice-president, Cursten Nirand; recording secretary, Kan-
di S. Kindi; alternate recording secretary, Jen Jeter; day business agent, Steve Perskie; alter-
tative business agent, Rich Walls, Jr.; night busi-
ness agent, Don Rentz; alternate business agent, Dave Burk.

Local 20, Portland

New officers for this local are: President, Frank F. Corbett; vice-president, Mike Ato-
tol; secretary-treasurer/dispatcher, Ron McLenan; recording secretary, Steve Steve; business agent, R. N. Pla-

Local 27, Port Angles

The results of this northwest longshore-
port's December election are: President, John H. Jones; vice-president, Tom Jacobson; secre-
tary, Dennis Standley; convention delegate, Mark Kalls. Kalls is also the labor relations committeem-

ILWU Canadian Area

Officers for 1992 have been elected in the following ILWU Canadian Area Locals:

Local 500, Vancouver

President, Tom Dufrene; vice-presiden-
t, Bill Carrigan; secretary-treasurer, Jim McKe-

Local 502, New Westminster

President, Kent Birmingham; secretary-
treasurer, Chris McDonald; recording secre-
tary, Rich B. Bickers; business agents are Lee

Local 503, Port Alberni

President, Larry Mannix; vice-presi-

t, George Koehn; secretary-treasurer, Don

Local 504, Victoria

President, Clift Rabbe; vice-president, Steve Hendry; secretary-treasurer/dis-

t, Bernie Talbot; recording secre-
tary/safety cochair, Ron Berry; second dispa-

t, Rod Hall; third dispatcher, Brian Lamplough; fourth
dispatcher, Ron Stuckler.

Pursuant to a constitutional change, the secre-
tary-treasurer is required to be elected in con-
sideration with the president's position and a new position of recording secretary was cre-
ated to record meeting minutes.

Palacios is off to North Carolina where,

will be retiring in mid-1992.

Veteran union official William E. Kilgore

will be on the Board of Directors. The new board of directors will be chaired by Shanna M. VonVossen. Trustee are R. Donald Michael, Kenton C. Wilson, and W. Wayne Fetterman. The labor relations committeemen are W. G. Hanson, Vir-

t, E. McIver, D. M. Clark, and Ralph L. Sieniawski. Grievance committee members are Ernest K. Thomas, Lawrence R. Seton, Jr., Michael H. Emselle, William J. Gor-

den, and Jim Clemons.

The 7th member executive board consists of Daniel G. Fyle, James B. Bingen, Barry A. James, Kevin J. Clark, Herbert Burke and Philip W. Schutz.

Local 75, San Francisco

The results of last month's election are: President, Donald D. Gasser; vice-presi-
dent, Roy W. Milner; secretary-treasurer, Roy W. Milner; sergeant-at-arms, Paul Lee; con-

New officers for this local are: President, Frank O. Corbett; vice-president, Mike Gibert; recording secretary, Steve Steve; business agent, Rick Thornburg; and dispatcher, Nick Buckels.

Recently elected officers are: president, John W. Evans, Norman S. Parks and Geno McEllrath; alternate dispatchers are: Bill Brister Sr., Hank Vandenberg and Fred Chamberlain Jr. The benevolent committeemen are: Mike Herron, Gary Firth, Mike Rohn-

Linda Palacios, a member of Local 19, Seattle, said, "It's something I've wanted to do for over 20 years," said Linda Palacios, a member of ILWU Local 15, Seattle.

Those who do it are dedicated, devoted to the movement. It's also the most demanding. It gave us a gut feeling of what people go through. It was very effective."

ON THE BANDWAGON

Daw also approved the meeting with members of other unions, such as the Mine Workers, Carpenters, Service Employees, Teamsters, and the United Food and Commercial Workers. Zeke Ruelas, also of Local 13, Seattle, was as enthused as Palacios. "The Institute gave business agent, Jane Walls; Puget Sound District Council representative, Doug Johnson. The following dispatchers were elected for the year: #1-Todd Ellis; #2-Dave Kancianich; #3-Rodger Skiffington; #4-Robert Brown.

The one that most impressed me was a 20-year-old, Linda Palacios, who has been an active member of Local 19, Seattle, for over 20 years. "I'm getting my chance," she said. "I've been trying to get into organizing for so long," she added. "I'm very excited."

"What happened there just wasn't right."

"Now I'm getting my chance."
Local 142 leaders displaced pine workers

Local 142 leaders displaced pine workers

HONOLULU—Late in September, Dole Foods announced the layoff of 550 longshore workers who have worked at its Hawaiian facilities for years. The layoff announcement came on top of the elimination of 600 dock workers last year. The layoff is part of a restructuring program that Dole says will save the company $40 million a year.

The announcement comes at a time when the Dole Cannery, the largest single employer in the area, is under increasing pressure from the workers who live and work in the area. The workers have been demanding better wages and working conditions for years, and the layoff announcement has only added to their concerns.

The layoff announcement has also sparked a debate about the future of the longshore industry in Hawaii. The industry has been in decline for years, and many workers are worried about the loss of jobs.

The International Longshore Workers Union (ILWU) has been working with the workers to try to negotiate a new contract that will improve their working conditions. The union has also been trying to organize new workers to help offset the loss of jobs.

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