



Bulletin #21-09

April 2, 2009

NO COMEBACKS FOR CLASS B REGISTRANTS

The International has informed the Officers of Local 13 that LA/LB has been deemed a “Low Work Opportunity Port” for Class B registrants only. Per Section 20.822 of the Pacific Coast Longshore Contract Document (PCLCD) Dispatch in “Low Work Opportunity Port” Situation. When a “Low Work Opportunity Port” situation occurs for Class B men they shall be dispatched by rotation on a 1-day basis. In a similar situation the same rule shall apply to hall Class A men in the port (See Supplement III).

Supplement III – A “Low Work Opportunity Port” (LWOP) situation may include Class B men in a port, or Class A and Class B men in a port, and is described as follows:

1. When the average Class B hours worked in a port are reduced to one-half or less of the 28-hour PGP guarantee for Class B men for a continuous 6-week period, such situation shall constitute a LWOP for Class B men in that port.
2. When the average Class A hours worked in a port are reduced to one-half of the 38-hour PGP guarantee for Class A men for a continuous 6-week period, such situation shall constitute a LWOP for Class A men in that port. No Class A man LWOP shall exist without a Class B man LWOP in any port where Class B men are registered.
3. LWOP status shall be determined by averaging the hours worked during any 6 consecutive payroll weeks. Once a port has obtained LWOP status shall automatically remain in that status for 26 payroll weeks. At the end of the 26th payroll week, a review shall be made of the last 6 payroll weeks of that period (the 21st payroll week through the 26th payroll week). If the average weekly work hours for those 6 weeks is 14 hours or less per week for Class B men or 19 hours or less for Class A men in the port, the LWOP status shall continue for a succeeding 26 payroll-week period. If not, the LWOP status shall be discontinued. Whenever LWOP status is discontinued, re-entry into, subsequent continuance or discontinuance of such status shall occur as provided herein.

CLASS B REGISTRANTS MEETING

Bring your Pacific Coast Longshore Contract Document (PCLCD) with you to your next meeting on Monday, April 13, 2009.

TWIC

If you have filed for your Transportation Worker Identification Card (TWIC) over 60-days ago and still have not received your card, please contact the Secretary/Treasurer Chris Viramontes immediately.

PACIFIC COAST MARINE SAFETY CODE - RULE 9.21

When operating motor vehicles or other power-operated equipment provided with an operator restraint system or seat belt, all operators shall have the operator restraint system or seat belt properly fastened whenever the vehicles is in motion. **PLEASE BUCKLE UP!**

PORT HUENEME NAVAL BASE

Attention all members traveling to Port Hueneme. The only gate you are allowed access to is the Pleasant Valley Gate. The Naval Base Commander has advised the Local that Local 13 members have been trying to gain access to the base without a vessel working. **THIS IS NOT ACCEPTABLE!** Furthermore, our members have been hard timing the guards at the gate. This is a federal facility under Department of Defense regulations. You are subject to arrest/prosecution under the Federal Law.

CRANK CALLS TO TERMINALS OVER RADIO

An incident occurred at TraPac on Tuesday, March 31, 2009 at 1:30 a.m. in the morning. Somebody made a statement over the terminal radio that stated “armed men were in the marine building.” This was meant to be an “April fools” joke. Port Police, L.A.P.D., U.S. Customs and other law enforcement agencies were called out. This is a serious violation and law enforcement is looking into the incident as a “terrorist threat.” Be advised, this is **NOT ACCEPTABLE BEHAVIOR!**

Fraternally,
Joe Cortez
President

Ray Benavente
Vice President

Chris Viramontes
Secretary/Treasurer