

International Longshore and Warehouse Union

Bulletin



ILWU LOCAL 13 • 320 GOLDEN SHORE DRIVE • SUITE 300 • LONG BEACH, CA 90802 • (310) 830-1130

Bulletin #58-09

August 12, 2009

PRESIDENT'S REPORT

The three (3) Locals have been meeting on a regular basis to discuss how to “devalue” superintendents on the waterfront. A Tri-Party Meeting (Local 13, 63 & 94) is scheduled for **Thursday, August 20, 2009 @ 12:00 p.m. at ILWU Memorial Hall, 231 W. “C” Street, Wilmington, CA 90744.**

The Officers of Local 13 were notified of a noose incident that occurred at APM Terminals on August 9, 2009. This type of behavior will NOT be tolerated. Any individual who is responsible for such behavior will be penalized to the fullest extent of the PCLCD.

The Union has purchased radio advertising on Dodger Radio. This purchase included one game use of the Dodger Luxury Suite. Fifteen tickets were provided for the Arizona Diamondbacks game on Wednesday, September 2, 2009. Twelve of these tickets were raffled off to the membership at the last meeting; the remaining three will be raffled off to the Executive Board.

MESSAGE FROM THE PRESIDENT, SECRETARY/TREASURER AND TRUSTEES

New Building Update: Local 13 has been in escrow for the 285 West 6th Street location for two weeks. This purchase will be the second purchase that Local 13 has undertaken in over 50 years.

The Memorial Hall was built in 1954, of which Local 13 utilized approximately 5,000 square feet. As the membership increased, the size and need for more space increased. In October 2006 the Local moved to Long Beach and has been leasing 13,000 square feet. Although the need for space was satisfied, financially it was not prudent.

The new location will be a cash purchase for 18,864 square feet. The office will occupy approximately 10,000 square feet with the remaining 8,000 square feet to be utilized for lease. Based on the needs of Local 13, the office space can be increased or decreased. We are making decisions to protect our future.

MESSAGE FROM THE BUSINESS AGENTS WINCH DRIVERS FOR SHIPS WITH GEAR

In the past, whenever a vessel was active, (one with ship's gear), the companies ordered and brought back (1) one WD/DWD per shift. This was not contractual; rather it was simply past practice, a sight of the employer's good faith. The actions of the employer recently prove one thing, when there is a loophole or provision in the contract that benefits the employers they are “oh so quick” to use it. When the contract does not permit the employers to do something, they will attempt to use “their interpretation” of the contract as a means to subvert that same contract. In this case, the contract is very clear on what, when and why, with regard to the movement of ship's gear. Once tied up to the dock, the gear can be moved by the crew for ONE reason, “swinging the booms in along side the dock” (PCLCD pg. 186). Basically, the crew is allowed ONE and only ONE turn inshore (offshore to mid-ship) for each piece of gear, and only after longshore operations have finished. If you witness any movement of the gear, ask your boss if there is a WD on the payroll. If the answer is no or seems a little funny, then call the Business Agent. Today the employer does only what they are forced to when challenged by the Union. If you witness any crewmembers turning gear in the channel, you should call the Business Agent immediately.

Complaints can be filed with the US Coast Guard and US Immigration. These complaints will aid in the ILWU's effort to secure legislation banning foreign crews from performing this type of work within US waters! Protecting our Jurisdiction is the name of the game Brothers and Sisters.

ALL TERMINALS & COMPANY CREWS DOING LONGSHORE WORK

There have been too many instances of crew members lashing/unlashing and performing other Longshore work while along side the dock. This is **ILWU JURISDICTION**, also known as **JOBS!** Anytime you witness or hear crew members doing our work, call the Business Agent. The crew is **NOT** allowed to perform **ANY** work while tied up along side the dock (exceptions, the stores provision and rigging of Jumbo gear). This type of attack on ILWU Longshore jurisdiction can occur on any vessel at any terminal. So keep your eyes and ears open. If you witness crew members unlashing or lashing a vessel while in the channel, call the Business Agent.

UTR EXHAUST LEAKS

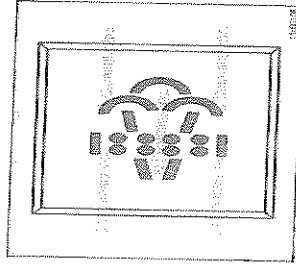
The Union has received numerous complaints of individuals getting sick while driving UTR's. After investigating these complaints, the Union has drawn the conclusion that the newer series of UTR's have an exhaust system that trap diesel exhaust particulates and a regeneration process to clean the particulates trapped within the exhaust system. As the diesel particulates start collecting in the particulates device and during the regeneration process the backpressure builds up into the exhaust system.

As the backpressure builds up, there have been exhaust leaks at the clamps and joints of the exhaust systems. Exhaust leaks are located directly under the cab chassis, which causes the exhaust to enter the cab directly through its shifter assembly.

Should you be exposed to these fumes over an extended period of time, you may get carbon monoxide poisoning. There are warning lights in the cab and on some of the UTR's a white beacon strobe light is mounted on the roof of the cab.

Warning symbol located on the dash.

If you see the warning symbol come on, smell a lighter fluid odor (i.e. BBQ), see any smoke or feel sick, Park your UTR and shut it off. Notify your boss and **STOP DRIVING THE UTR.**



MESSAGE FROM THE DISPATCHERS

ONE DAY ONLY

Please be advised that "one day only's" are only available to "A" Crane Board, Mechanics, Steadies and ID's. Complaints will be filed against anyone who is caught gimmicking.

DISPATCH RULES - CHECKING-IN (AVERAGE HOURS)

9. If a Longshoreman flops three (3) or more consecutive days without working, he/she must take average on the fourth day or the next day he/she checks in providing he/she is below average.
11. Everyone will take average after being off the board or unavailable three (3) or more consecutive days if his/her hour is below average.
A Longshoreman who is "unavailable" shall be defined as having one, or any combination of the following:
 - a) Not checked in and not working
 - b) Calling a replacement and not working
 - c) Flopped
 - d) Squared off

Fraternally,
George Lujan
President

Ray Benavente
Vice President

Chris Viramontes
Secretary/Treasurer