

ILWU Committee Reports on East Coast Contract

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- complete optometric care, including examination of the eyes, prescription and glasses;
- advanced methods of diagnosis and treatment through the use of radioactive isotopes;
- complete audiometric care, including hearing tests, and the issuance of hearing aids where indicated;
- prescription drugs and medications are also made available without charge;
- complete physical therapy services are available at the clinics.

The delegation had a two hour tour of the Brooklyn Medical Center, and found it to be modern and efficient in every respect. All the services at the Medical Center are free, and continue as long as the longshore employee remains eligible.

The distribution of the Welfare Fund as between the various clinics and Hospital and Insured Plan is determined by the Joint Trustees.

In order for a retired employee to be eligible for coverage under the plan, he must be receiving pension benefits from the NYSA-ILA Pension Fund, and must not be eligible for coverage under Medicare; however, free clinic care is available to the pensioner.

Hours of Work

On an initial start, a longshoreman has a 4-hour guarantee; checkers, an 8-hour guarantee. The regular, or normal working day consists of 8 hours — from 8 a.m. to 12 noon; and from 1 p.m. to 5 p.m.

Men and gangs can be required to work until 10 p.m. when starting at 8 a.m. They may be ordered back for a 7 a.m. or 8 a.m. start. If the company wants to exercise its prerogative to work the vessel out—which would require working beyond 8 hours—the men, by vote, decide whether or not to take a meal hour or work straight through without eating. However, any man may replace himself after 8 hours of work by informing the boss not later than 9 a.m. that he does not wish to work beyond 8 hours.

Sea-Land works from 10 to 13 vessels a week with 4 steady gangs. Each gang consists of 17 men plus a gang boss. A vessel generally works from 15 to 18 hours, and the gangs starting the vessel work straight through. The gang completes its hatch regardless of how many hours are required to finish the ship.

They do not have shifts spelled out in the sense that we know them. Whether or not extended hours are worked is contingent upon the amount of containers available for loading.

Jurisdiction of ILA

The delegation observed that with the sole exception of the watchmen, all work performed on docks, wharves, terminals and piers, and on all deep water vessel operations is under the complete jurisdiction of the ILA.

General Cargo — Gang Size & Working Rules

The minimum number of men in the gang when loading or discharging general cargo is 20 men—not less than 8 holdmen—and the balance of the gang to be distributed between the hold, deck and dock at the discretion of the employer.

Manning — Unit or Palletized Loads

1. When loading or discharging unit loads or palletized cargo the gang consists of 20 men; 8 men plus drivers in the hold at all times. No robots or cages are used in NY, Brooklyn or Philadelphia.

The committee went aboard vessels in Brooklyn, and can verify that the operation is conducted as described above.

Manning — Bulk Operations

2. Variation in manning, depending on commodity to be loaded:

- Bulk Sugar:** Contract calls for minimum of 9 men, but in some situations may use up to 28 men, with bull drivers.
- Bulk Grain:** Variety of contracts—from 10 to 16 men.

Manning — Conveyor Belt/Sideport Operations

3. 17 men plus foreman; not more than 2 drivers added for dock operations.

Loading & Unloading Trucks on Docks & Terminals

Teamsters perform no cargo handling work on the dock or terminal. All jurisdiction of work has been strongly preserved by the ILA. Loading and unloading of trucks is performed by ILA longshore and

clerk workforce. The only exception to the above was observed at the CFS, Newark (Sea-Land) where a teamster can unload his truck to the tailgate only. However, if the load exceeds 7500 lbs., a longshoreman is hired at longshore scale to assist the loading or unloading of that particular truck.

If a forklift is needed to load or unload a truck, the operator is from the longshore workforce.

From this committee's observation, a teamster in the Port of NY and Philadelphia is a truck driver.

Training Programs

In respect to training programs on the east coast, there are no joint programs, as such. All training is done on the job on a unilateral basis, much as it was done on the west coast prior to the introduction of the ILWU-PMA training programs instituted under the 1966-1971 PCLCD.

Waterfront Commission

The Bi-State (NY and NJ) Waterfront Commission set up in 1954 ostensibly to break the grip of racketeers and gangsters on the waterfront is generally looked upon with disfavor by the rank-and-file, as well as by ILA officials. Longshoremen see this government agency as having tremendous and undue power over their livelihood, and the men's every movement. They look at it as a government spy agency with authority to obtain penalties or removal of a worker from his job based on some past finding in his record which may bear little or no relation to his job.

Industrial Docks

The ILA has problems similar to those on the west coast with regard to industrial docks.

They have a number of steel operations where the steel workers lead the vessel. Morrisville, N.J. and Georgetown, S.C. are two areas where they are attempting to get this work. It is obvious that the east coast and the west coast share a mutual problem with regard to industrial docks.

Vacations

ILA vacations are paid as follows: 1 week for 700 to 1099 hours worked in preceding year;

2 weeks for 1100 hours plus, worked in preceding year;

3 weeks for 1300 hours plus, worked in preceding year; and qualifying in 5 out of 6 preceding years;

6 weeks for 1500 hours plus, worked in preceding year, and qualifying in 10 out of 12 preceding years.

NOTE: It is not mandatory that a man earning the vacation pay take the time off.

Customs Screening

The committee discussed the problem of the proposed Custom screening program.

Both International unions and their legal staffs have agreed to resist the instituting of this program, seeking to bring about open, public hearings, and to convince the Customs Bureau that these rules are not necessary in the maritime industry.

Safety

The ILA safety code is not an integral part of their agreement. Our safety code is compulsory, theirs is not. Cooperation between the ILWU and ILA on the legislative level with regard to safety has been good.

Teamsters

Despite every effort made prior to the trip and during the stay of the delegation in New York to contact teamster officials and see the container operation from the point of view of the teamsters, no teamster representative was available, no cooperation was forthcoming, and therefore all of our contact with the waterfront developed as a result of the cooperation of the ILA.

CONCLUSION

In conclusion, the delegation notes that this is the first official delegation to visit the East Coast during the past 20 years.

It is the over all general observation of the delegates that there are many things in common between the two coasts—our respective memberships work for the same employers and face the same problems—especially with regard to mechanization.

The delegation believes we should encourage and develop increasing cooperation between the ILWU and the ILA with regard to our mutual problems.

Pension List for Longshoremen, Clerks, Widows

October

SAN FRANCISCO—Following is the October 1970, list of dock workers retired under various ILWU-PMA plans:

Local 8: Oscar L. Peterson, William W. Runyen, Florian Schmitz; **Local 10:** George Andersen, Alfred Broad, Josh Burgess, Albert J. Clifford, Joseph Collins, Roosevelt Craig, Henry A. Daniels, Bennie Kirman, Harry McDonald, George G. Miller, Ted Miyovich, James A. Moran, Roscoe Morris, Andrew Morucci, Samuel Pierce, Frank Santori, Richard A. Smith, Sam E. Smith; **Local 12:** Joseph D. Lucas, Sam J. Pinkerman;

Local 13: Delbert Bressie, Sven Harold, Russell R. Riggs, Ira Lee Scott, Henry Sedillos, Robert B. Streiff, Arthur Toliver, Jr., Arthur Zeller, Sr.; **Local 14:** John P. Delgado; **Local 19:** Luther Fenter, James A. Maley, Louis Rasmussen; **Local 21:** Arnie B. Larson, Cecil C. Young; **Local 23:** Charlie Gore, Fred J. Tennyson; **Local 24:** Willard Mattson; **Local 29:** Armando

Leon; **Local 34:** Milton T. Clifford; **Local 40:** Charles W. Foster; **Local 50:** Ellis Jaakkola; **Local 52:** Ralph R. Galer, Roy C. Kenner; **Local 75:** Jasper O. Hout; **Local 94:** Norman K. Hansen, Hoover E. Morgan, Herbert A. Williams, Lynn P. Womac; **Local 98:** Jalnéy R. Wood.

The widows are: Laurietta Anderson, (Carl); Stella Beckord, (John); Esther Brathetland, (Alf); Karen S. Brix, (Marius); Mary J. Burke, (John); Fannie Encinas, (Louis); Phyllis Gegan, (Natt); Rosemary Greenberg, (Charles); Clara M. Hanson, (Eld); Laura Mae Hartley, (Wildner); Dina R. Hendrickson, (Erick); Emily Kalla, (James); Ellen M. McCormick, (George); Emma C. Nelson, (Carl); Harriet Parrish, (Cleo); Minnie Rodriguez, (Joseph); Michelina Simonetti, (Peter); Irene Sroke, (Albert); Lena Thayer, (Harry); Alberta Thompson, (Zack); Leonia P. Viegas, (Jose); Edith Williams (Carl).

November

SAN FRANCISCO — Following is the November 1970, list of dock workers retired under various ILWU-PMA plans:

Local 4: Calvin B. Chandler; **Local 8:** Floyd B. Clark, Charles Rhain, Michael Vrlcank; **Local 10:** Roosevelt Allen, Maurice Cevasco, John M. Clark, Frank J. Danner, Ingebret Hellesto, Peter Lusaretta, Hyram Lyons, Edwin N. Madison, Ray S. Martinez, Steven Meza, John Nelsons, Frank Nichols, Herman Sales.

Local 12: Floyd Bain, Stanley Miller, Alvin H. Sayer, David W. Taff, Charles A. Wilton; **Local 13:** Booker T. Barrett, Manuel Bellhouse, Fred Harrison, John C. Henderson, John W. Hull, Guadalupe Meraz, Stanley Miller, Philip Ramos (November 1969), Antonio Sandoval, Arthur M. Teel, John Timmer, Dewey Washington; **Local 19:** Leonard H. MacDougall, Lloyd L. Sherman, Harold B. Yates.

Local 21: Joseph H. Kocourek; **Local 23:** Louis J. Vorak; **Local 32:** Raymond Strand; **Local 34:** Russell W. Gilmore, Henry E. Luebke, Nicholas Zilembo; **Local 40:** Raymond A. Knoebel; **Local 54:** William Meriman, Walter Rendell; **Local 63:** John D. Smith, Curtis Wasson; **Local 75:** Alfred Flegner, Fritz Walter; **Local 91:** Ernest Hay; **Local 94:** Kirby S. Bateman, Rudolph Hazuka, Willard Nall, Joseph B. Stahl.

The widows are: Irene Clark, (Gordon); Irene S. Compagno, (Frank); Pauline DiMercurio, (Salvadore); Augusta Eirstedt, (Reginald); Corinne Hansen, (Raymond); Lucille Henry, (Marion); Susanna Jaskar, (William); Rose McGee, (Ruben); Jane Remmers, (William); Leona Tallaksen, (Otto); Virginia Trethewey, (Laurie); Elizabeth A. West, (Frank); Lee Ethel Young, (Harold).

Names in brackets are the first names of deceased husbands.