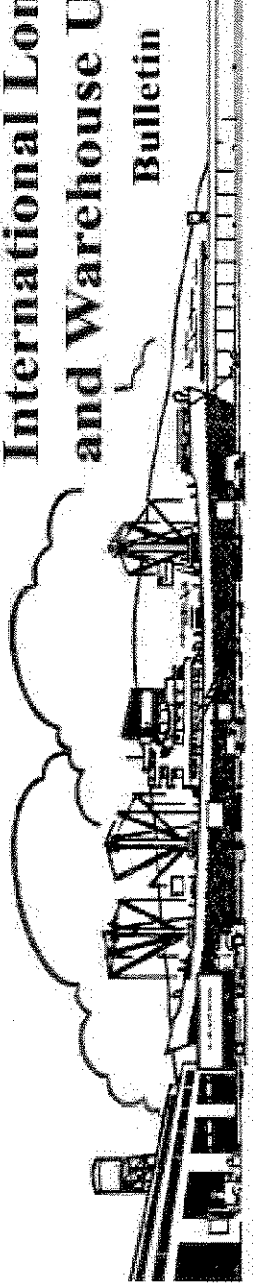


International Longshore and Warehouse Union

Bulletin



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

Bulletin #30-07

April 4, 2007

ILWU LOCAL 13 STOP WORK MEETING THURSDAY, APRIL 5, 2007

ILWU Local 13 will hold a Stop Work Meeting on Thursday, April 5, 2007 at 7:00 p.m. at the ILWU Memorial Hall, 231 W. "C" Street, Wilmington, CA 90744.

All newly elected Officer's and Committee members must attend the Stop Work Meeting to be sworn in to Office/Committee.

**PLEASE PLAN TO ATTEND;
WE HAVE A LOT OF BUSINESS TO TAKE CARE OF!!**

ELEVATIONS FROM SECONDARY CRANE BOARD TO PRIMARY CRANE BOARD

You must complete 200 hours before you may be considered for elevation to the Class "A" (Primary) Crane Board.

It is your responsibility to inform the Crane Training Department once you have completed the 200 hours worked from the "B" (Secondary) Crane Board in order to be considered for elevation to the Class "A" (Primary) Crane Board. See Kimberly at the PMA Training Center.

The quarterly review meeting was held on Monday, April 2, 2007. Individuals that fulfilled the 200 hour obligation will be transferred to the Primary Crane Board effective Saturday, April 7, 2007. The list will be posted at the Dispatch Hall.

RTG CRANE (TRANSTAINER) INSTRUCTOR

Anyone interested in being a Rubber Tire Gantry instructor for the Crane Training Program may sign up for these positions with the ILWU Records Clerk, LA/LB Dispatch Hall, 343 North Broad Avenue, Wilmington. Only day instructors are needed. Part time instructors will be considered.

Qualified individuals must be a certified crane operator and a Class "A" longshore worker and be a member in good standing of Local 13.

**SIGN-UPS FOR RTG INSTRUCTOR MUST BE RECEIVED FROM
THURSDAY, APRIL 5, 2007 THROUGH MONDAY, APRIL 16, 2007.**

RESERVING THE ILWU MEMORIAL HALL

The Memorial Association is currently reserving dates to rent the hall for 2008. They are offering Class "A" and Class "B" registrants the first opportunity to secure a date. If you are interested in reserving the Hall, contact the Memorial Association at (310) 830-3591 before July 1, 2007. After July 1, 2007 all remaining dates will be offered to the regular renters and the public.

WHY LONGSHORING?

By Tony Salcido, ILWU So Cal Pensioner

Longshoring, even at this time, late 40's and all though' the 50's was a very hazardous industry to work in. Today, Longshoring is not even ranked in the top Ten Most Dangerous Industries.

I'll never forget my first job. It was on the nightside at berth 190, Wilmington. Oh a wartime Liberty ship, hatch #1. I didn't know up from down or forward from aft. I had a hard time finding the hatch in the first place. I showed my slip to what I guess was the ship boss. He told me to go #1 hatch and give the slip to the gang leader. I asked him where is #1? He told me forward and walked away. I still didn't know where #1 hatch was. I asked the guy I saw and he pointed me in the right direction. As I had got there late, the gang was already working and uncovering the 'tween deck to the lower hold. The hatch boss told me to go offshore and help land the beams. There were already some beams landed on the side of the ship that I was on and as there was already a beam handing on the hook on the other side. I guessed, correctly that offshore was the water slide. Well, those of you who worked in those days will know that the following is true. There was a deckload of wet logs on deck on the offshore side. They were two high, four wide on the bottom and three wide on top, held there by chain lashing. I was frightened to death. Some by the noise of the steam winches, some because the beam was bouncing up and down when the winch driver would lose of get steam, and mostly because the logs were slippery and I could look down into the lower hold which seemed to be a mile deep! Well, it must have not been too pretty, but we finally got the beams landed and tied together on top of the deck load. On top of all that, it was a cotton job in between and on top of walnut burls. My poor partner, Archibeque on the nightside, didn't get much help from me. The reason for the foregoing, is to point out, that to a large degree, longshoremen were still having to work under unsafe conditions. As time went on and I learned the up's and down's, forward and aft's of longshore work, and a little about the contract and safety code. I became somewhat comfortable in pointing out to supervision things that I thought were unsafe or violations of the contract. There was a lot of job action taking place on the job, but surprisingly, most of the guys were hesitant about stopping work to see that corrections were made if one had a good beef. I guess it was because they were afraid of being knocked off the payroll? Conditions were still evolving in those days and even though the PMA had already been formed, there was still of lot of Waterfront Employer mentality on the part of supervision and they were prone to fire any "trouble maker."

All this is not to say that one goes around raising beefs. We go out to the job to do a days work! "A good days work for a good days pay" and one doesn't have too many problems on either side. So early on, if you raised an issue, you were pretty well out there by yourself. But hey, if you know a little bit about labor history, you know that the employer is interested in production and really doesn't give a damn about you as a worker. So it behooves us as workers, to look out for one another, which is what unions are all about! So hopefully, the beefs we raised were good beefs, raised in good faith with the goal that we all get home safely and in good shape. Maybe tired, dirty, stinky, and hopefully not drunk, but unhurt. "An Injury To One Is An Injury To All"

Fraternally,

Mark A. Mendoza
President

Kevin Schroeder
Vice President

Frank Ponce De Leon
Secretary/Treasurer