



VOICE OF THE ILWU

HONOLULU HAWAII
LOCAL 142

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The VOICE of the ILWU—Published by Local 142, International Longshore & Warehouse Union

August 2006



A view from the deck of Matson's *Maunawili*.

ADDRESS LABEL

50 years of container shipping

A thousand ILWU members in the longshore industry in Hawaii make a good living because of these containers. Their sweat and labor keeps these containers moving in and out of Hawaii and between the Neighbor Islands.

—continued on page 3

ILWU Local 142 for Iwase/Solomon

“Malama Solomon and Randy Iwase are clearly the best choice for the working families of Hawaii. Our organization worked with Malama when she served in the state senate and with Randy when he served as a member of the Honolulu City Council and as a state senator. We know they will work together with labor and not take sides. We know they will start with what is best for Hawaii. We need a Governor and Lt Governor who truly know Hawaii and understand the needs of the people at the grassroots.”

—Local President Fred Galdones

“Walking and Talking” to union members

Every Saturday morning, teams of volunteers from different Hawaii unions spend a few hours “walking and talking” to their fellow union members. They visit the homes of unionized workers who are registered voters and talk to them about supporting those candidates running for political office who would do the best job for working families.

The volunteers are usually talking to people who belong to a different union. An electrical worker may be talking to a truck driver, or a postal worker may be talking to a hospital worker, but

the fact they are both union members creates an instant rapport and opens the door for further conversation. “The reception we get is almost always

—continued on page 8



ILWU members join other union members at an AFL-CIO “walk and talk.”

Next Local Executive Board Meeting scheduled for December 14-15, 2006 • 10:00 am • ILWU Union Hall, Honolulu

Local Vice President's Report

Labor rights and economic justice are good for society

by Donna Domingo, Local 142 vice president

Remarks to the Maui County Democratic Party Convention on May 6, 2006

The Democratic Party is right on to take the lead in labor rights and economic justice. This goes to the heart of what makes Democrats different from Republicans. Republicans pay lip service to some of these rights, but they would never actually do anything to advance economic justice. The platform of the Hawaii Republican Party doesn't even have a section on labor. There is just a single point that they support the "concept" of collective bargaining—the "concept" not the practice.

Democrats are not like Republicans and your platform that links labor and economic justice proves it.

If all of the items in your labor platform were to be enacted into law, it would go a long way towards bringing some balance and fairness between workers and their employers. This is what government should be doing in the first place—serve the interests of the majority of their people. And who is the majority but workers and their families?

But it would be a tremendous battle to get these passed in our Legislature. You would hear the howls and screams from the Republicans (and some Democrats who think like Republicans) that this would create a bad business climate. This would drive business away from Hawaii. This would make us uncompetitive in a global economy, and on and on.

Let's talk about global competition. You might be surprised to learn that American workers now rank #13 in the world—in terms of their wages and the value of their benefits. This is the latest data available from the US Dept of Labor which compares the compensation paid to manufacturing workers in 32 countries in 2004.

US workers fall behind

Under Democratic leadership, under President Bill Clinton, American workers were moving up in this global ranking. We were #14 when Clinton took office and #5 when he left office in 2001. Now, under the Republican misleadership of George Bush, American workers have dropped back to #13.

You might also be surprised to

hear that even if all of the points in your labor platform were to be enacted, the rights and benefits of American workers would still be far inferior to those guaranteed to European workers under their laws.

We've been trying, unsuccessfully, to pass the Worker Retention Bill—to protect workers when a business changes ownership. In Norway, it's been the law for a long time—that a new owner must maintain all workers at the same wages and benefits. This applies to any undertaking with one or more employees.

We've tried to get the Legislature to pass a law so workers are not punished for using their sick leave. The law in Norway prohibits employers from dismissing workers for a period of 12 months for an absence due to sickness. In Norway, the family is respected and protected—all family leave is

paid leave and is not limited to "serious health conditions."

Workers can use family leave to take their child to the doctor or to care for a close relative.

Workers are valued and protected

We talk a lot about safety and health in the US but there is no effective mechanism to achieve this. In Norway, all employers with 10 or more workers must have an elected safety representative. Management must consult with the safety representative in all matters that affect safety and health. This includes workload, hours of work, the kind of equipment used, and mental health and stress. There's even a requirement that work be designed so workers are not isolated and can talk to each other. Companies with 50 or more workers must have a Working Environment Committee where workers have an equal vote with management.

Management must have a plan to reduce risks and continually improve conditions in the workplace. If a dangerous situation is not corrected, the safety representative can stop production. If a worker is seriously injured on the job, employers must report the incident immediately to the Labor Department and to the Police. Doctors must report conditions they suspect is work related.

It goes on and on—four weeks of paid vacation, 11 holidays, a 30 minute meal break, limits to the



Donna Domingo

work day and work week—all required by law. Sounds like a workers' paradise and a business hell? Sounds like Norway would price itself out of the global economy?

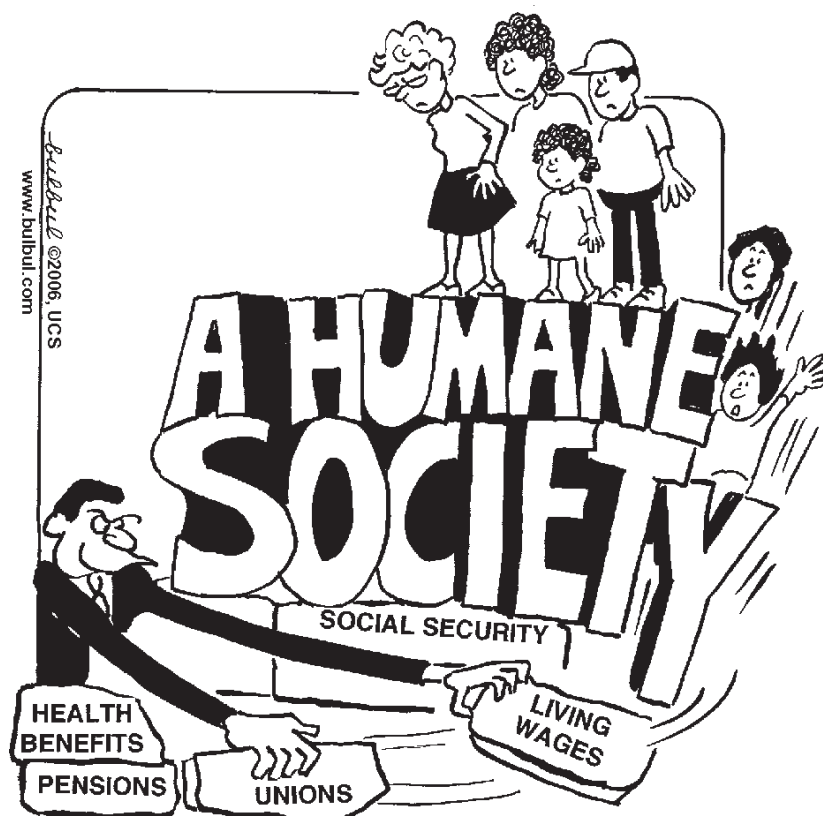
They must be doing something right. Norway is #1 in the world with a compensation package worth \$34.64 an hour. This is 50 percent higher than the US average of \$23.17 an hour. In the past 10 years Norway has moved up from #5 to #1 in the world, and they've held this position for the last four years. This record of success has also been true for most of the countries in the European Community which have labor standards similar to those of Norway.

How is it possible that a society, like Norway and the European Community, that places such a high value on taking care of the vast majority of their population—mainly workers and their families. How can such a society be successful?

Good for workers, good for society

Americans have been conditioned, some say brainwashed, to think that what is best for business is best for the country and the people. This kind of thinking and government policies based on this thinking is why US workers have dropped to #13 and is falling behind the rest of the world.

Norway and the European Community have taken a different approach. They have adopted a policy that economic and social progress must go hand-in-hand. In doing so, they are showing that healthy and happy workers is good for business. That a safe and non-polluting workplace is good for society. That treating workers with dignity and respect is good for the economy. That partnering with workers and their unions is good for the economy, good for business, and good for society. ♦



50 Years of Container Shipping

50 years of container shipping—continued from page 1

This year marks the 50th anniversary of the shipping container that brings toilet paper, rice, and nearly everything else we have in Hawaii. We see them stacked up on Matson container ships in Honolulu Harbor, on Young Brothers barges on the Neighbor Islands, or on a trailer at a Foodland loading dock.

The shipping container is so much a part of our lives that we hardly notice them as they slip in and out of our communities. We take them for granted, but these containers have been quietly changing our world. They made it possible for the world to operate as a single economy. They made shipping so inexpensive that even in Hawaii, in the middle of the Pacific Ocean, we can find food and manufactured goods made or grown anywhere in the world. They are building a network of trade relations and interconnections that has drawn the world closer together.

Let us take a closer look at the shipping container—where it came from and how it is changing our lives.

It's a box that can be found in nearly every country of the world. They are 8 feet high and 8 feet wide and 40 feet long. They are made exactly the same, and the ships, seaport cranes, railcars, and tractor trailer trucks in every container port in the world are all designed to handle these containers.

One size for all

There are not many standards as universally accepted as the shipping container. Currency and languages are different in every country. Video tapes and CDs have different formats. Most countries use metric measurements but a few countries continue to use the English system. Cellphone frequencies and electric voltages are different. Some countries drive on the right side and other countries drive on the left side of the road. The only thing that is the same everywhere in the world is the shipping container.

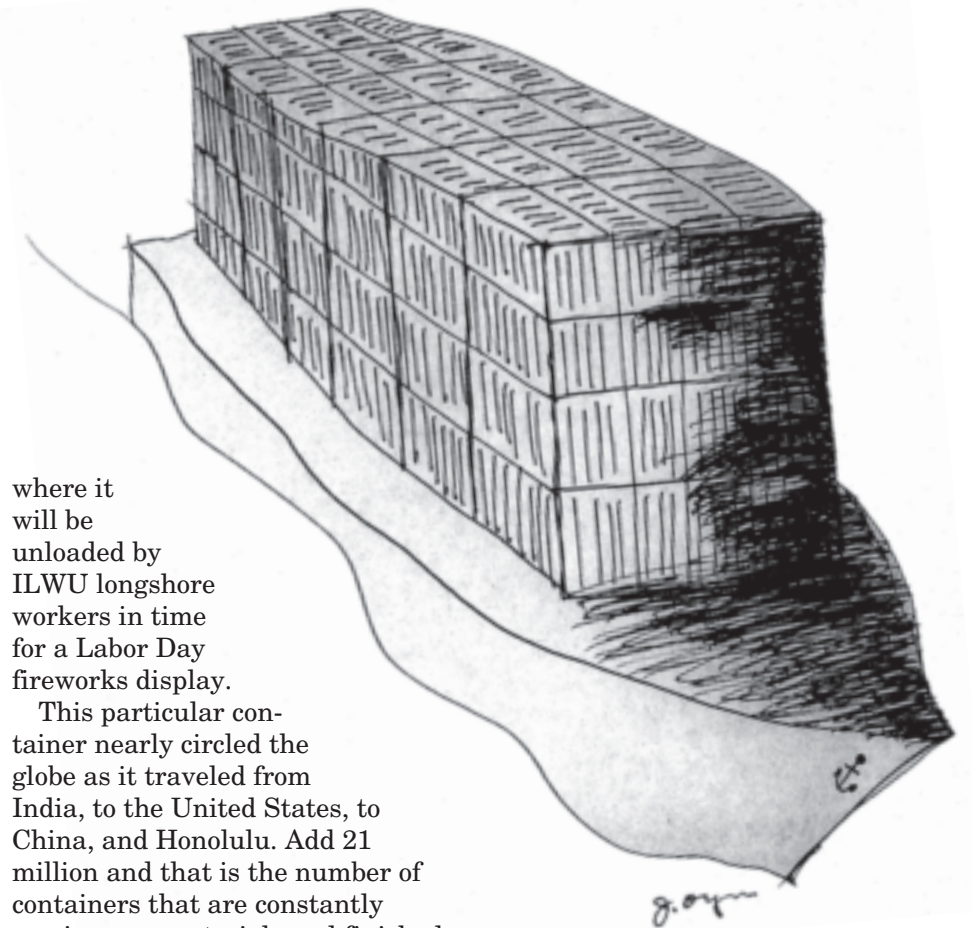
This sameness means that a container loaded with pharmaceutical supplies made in Panaji, India

can be carried on a broad gauge (5' 6" wide tracks) train to the Port of Mumbai (Bombay), loaded by a crane made in Japan onto a container ship built in Korea, unloaded in the Port of New York onto a standard gauge (4' 8.5" wide tracks) railcar bound for Reading, Pennsylvania, where it can be hauled by a tractor trailer truck from the train station to a medical supply house in downtown Reading.

Computers, which keep track of the container and plot the best route, reposition the empty container to the nearby city of Pittsburgh, where a company which makes plastic injection molding machinery has a load of toy making machines bound for a factory in Chongqing, China. The container returns to New York Harbor by train and goes by ship to Shanghai via the Panama Canal. From the Port of Shanghai, the container goes by train to its destination in Chongqing. After unloading in Chongqing the empty container is barged down the Yangtze River to Liuyang where it takes on a load of fireworks and taken by truck to Shanghai.

China to Hawaii

At the Port of Shanghai, the truck enters one of five traffic lanes leading to the main gate. In the 30 seconds it takes the truck to reach the security gate, sensors have scanned the container for radiation and read the container's radio frequency identification tag. The port's computers instantly matches the container with the manifest from the Liuyang fireworks company. The driver is told where to take the container, and the container's manifest is sent electronically to the US Customs and Border Protection. The container is loaded onto a Matson ship bound for Honolulu,



where it will be unloaded by ILWU longshore workers in time for a Labor Day fireworks display.

This particular container nearly circled the globe as it traveled from India, to the United States, to China, and Honolulu. Add 21 million and that is the number of containers that are constantly moving raw materials and finished products around the world. The phenomenal growth and expansion of the global economy in the last ten years would not have been possible without the shipping container and the network of transportation systems that evolved to move this contain.

Before containerization, shipping costs were as high as 40 percent of the price of a product, so you grew or made things and sold them to the people in your area. If you were particularly good at farming or making things, you could sell them further away, but the cost of shipping was always a major barrier. The economy was mostly local, and businesses were owned and controlled by people from the community.

Globalization

Today, shipping costs are 1% or less of the final price of a product. This makes it possible to sell things anywhere—it also makes it possible to grow and manufacture things anywhere. Our supermarkets are stocked with food grown in the US, Mexico, Argentina, Australia, or Taiwan. The clothes and shoes we wear are made in Vietnam or Bangladesh. Our television sets and computers are made in China.

Our food supply and manufacturing have become global and are increasingly owned and controlled by giant multi-national corporations that have no ties to local communities. Cheaper imports are driving local farmers and manufacturers out of business. Hawaii farmers can't compete against the lower priced mainland chicken from Tyson Foods, the largest chicken producer in the world. Fresh Del Monte Produce will abandon Hawaii and grow its fresh pineapple in Kenya and Costa Rica.

A global economy can bring great benefit to the people of the world, but not when a handful of wealthy countries make the rules to benefit their economies and maximize profits for their multi-national corporations. As containers extended the reach of the global economy to every corner of the world, more people and countries began opposing this profit-driven brand of globalization. They turned to the United Nations to protect the environment and workers' rights. In 1997 the UN adopted the Kyoto Protocol to reduce greenhouse gases and in 1998 adopted the "Declaration on Fundamental Principles and Rights at Work" which urged all nations to respect the rights of workers.

In 1999, demonstrations broke out in major cities around the world demanding more open and democratic trade policies. In November, the ILWU joined a massive protest against the World Trade Organization in Seattle. The struggle for a global economy based on social justice continues today.

So the next time you see one of those containers, think about how much the world has changed because of this 8'x8'x40' box. ♦



A cloudy day on Hawaii's working waterfront.



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50 Years of Container Shipping

Invention of the Box

Sea-Land founder Malcom McLean came up with the idea of containerized shipping in 1937 while waiting for New Jersey longshore workers to move a load of cotton from his truck onto a ship.

The workers took each bale of cotton and filled a sling which a crane hoisted into the hold of the ship. Another gang of workers on the ship then moved the cotton to its assigned spot in the cargo hold. This method of handling cargo was called break-bulk and most cargo was handled in this fashion.

McLean thought it would be faster and easier just to load his entire trailer onto the ship. It would be many years before McLean had the money and resources to turn this idea into reality. By 1955, the McLean family trucking business had grown from one truck to a fleet of 1,700. He sold his share in the business and started a shipping company (Pan-Atlantic, later to be renamed Sea-Land) based on his idea of moving cargo inside container boxes. He designed and built trailer truck chassis with removable cargo containers made of aluminum. He modified two oil-tankers to carry the containers.

The first containership the SS Ideal-X was a modified WWII T2 tanker. The containers were stacked two high on a “skeleton” or “mechano” decking built 7 to 8 feet above the ship’s deck. T2 tankers were 523 feet by 68 feet with a dead weight tonnage of 16,613.

On April 26, 1956, McClean’s first container ship, the Ideal-X,

left Newark, New Jersey, and set sail for Houston with a load of fifty-eight 35-foot containers, stacked two-high on deck. McLean estimated the cost of loading a medium-size ship in 1956 was \$5.83 a ton. The Ideal-X cost less than \$0.16 a ton to load. McLean demonstrated the benefits of containerization—shipping cost were lower, ships could be loaded and unloaded faster, and there was less damage and pilferage with the secured containers. But the idea was slow to catch on.

Most of the established ports were located in the center of cities and did not have the extra space required for the containers and trailers. It was expensive to convert the ships and trailers and to buy the specialized equipment needed to handle the containers. There were no standards—McLean used 34-foot containers and Matson was using 24-foot containers on the West Coast. And finally, the ILA, the union representing East Coast longshore workers, resisted containerization because it would lead to the loss of thousands of jobs.

Matson and Hawaii

Two years later on August 31, 1958, Matson introduced container shipping in the Pacific when the Hawaiian Merchant began carrying twenty 24-foot

long cargo holders between Alameda and Honolulu. The West Coast longshore workers, organized by the ILWU, adopted a different approach to containerization than the East Coast. In 1960, a “mechanization and modernization” agreement was negotiated where the union would accept the new technology provided the workers shared in its benefits.

Under the agreement, there would be no layoffs and all workers would be guaranteed 35 hours of pay per week. The workforce would be reduced by encouraging older workers to retire, and substantial improvements were made in the retirement benefits. A similar agreement negotiated in Hawaii provided travel expenses for workers choosing to return to the Philippines or Japan and the payment of pension benefits in a lump-sum. Hawaii workers could also get moving expenses to relocate to busier ports, and a number of Hawaii workers took jobs with the new container port in Oakland, California. (There was no room to expand in San Francisco so a new port was built in Oakland.)

Standardization

The lack of standards was a major problem as shippers would need two sets of equipment to handle Matson’s and Sea-Land’s containers. McLean had patented many of his container designs such as the reinforced corner fittings that allowed the fully loaded containers to be lifted by crane or stacked. In a brilliant move, McLean gave the Indus-



Matson’s first container shipment to Hawaii. The Hawaiian Merchant was a 7,887 ton ship carrying 24 containers along with its bulk cargo.

trial Organization for Standardization (ISO) royalty free use of his patents. In 1960, the ISO established worldwide standards for shipping containers, which would be 20 feet (now 40 feet) in length and include McLean’s corner fittings.

At the height of the Vietnam War in the late 1960s, the US military required over 250 ships a year to move the equipment, food, and supplies required by the 500,000 military personnel who were in Vietnam. The military looked at containers as unproven technology, but gave Sea-Land a contract in 1967 to build and operate a container port at Cam Ranh Bay and to run containerships filled with military goods from California to Vietnam. Because of their faster loading and unloading, Sea-Land’s seven container ships were able to move as much cargo as 28 break-bulk ships. There was no longer any doubt about the superiority of container shipping. ♦



The first container ship SS Ideal X was a modified World War II tanker.

50 Years of Container Shipping



Hawaii contained a load of Gerber baby food. The 10,000-ton C-3 freighter modified to carry 20

Pest control on container ships

One of the more promising innovations is the use of temperature and controlled atmosphere as part of the quarantine treatment required by some countries to prevent the spread of insect pests. This can reduce the amount of methyl bromide now used to fumigate shipments. Methyl bromide gas is very effective in killing insects, but is facing a worldwide ban because it destroys the ozone layer.

Nearly all insects are killed by starving them of oxygen after

four days or more of extremely low oxygen levels of 0.1 percent and carbon dioxide levels of 80-85 percent. With CA containers, the four days can be done on board the ship. The extremely low level of oxygen can also kill people and one or two breaths in a low-oxygen environment can lead to unconsciousness in 10 seconds and death in a few minutes. CA containers must be marked with warning labels and safety precautions must be taken when working with or around the containers.

Some insects require a combination of hot water or vapor-heat treatment which is okay for tougher fruits like mango, papaya, and pineapple, but the heat damages fruits like cherries. Shorter heating and then chilling shows promise for the more delicate fruits.

Researchers are still experimenting to find the best combination of heat, cold and controlled atmosphere to kill insects without damaging the fruit. ♦



An ILWU commercial featuring Oahu dockworkers and other members was filmed this summer and will begin airing in November on KITV.

The commercial is being shown in conjunction with the ILWU's sponsorship of The Aloha United Way's Volunteer Hawaii Program. Please volunteer to help your community in any way you can, and be sure to watch for your ILWU commercial this November!

Hi-tech comes to container shipping

New technology that controls the temperature and atmosphere inside shipping containers is making it cost-effective to ship more fruits and vegetables by sea instead of air. Computer-controlled containers adjust the temperature and the amount of specific gases such as nitrogen, oxygen, carbon dioxide, and ethylene inside the container to kill insects, inhibit mold, and delay ripening.

The new technology has the potential of opening new markets for Hawaii grown agricultural products by greatly reducing the cost of shipping. At the same time, it can lead to increased competition because

the same fruits and vegetables can be grown in countries further away from the US or European market and still arrive in good condition.

Refrigerated containers and modified atmosphere containers are nothing new to the industry. What is new are the developments in technology that allow precise control of these conditions during the ocean voyage, a growing body of research on the best temperature and atmosphere for each commodity, and the greatly reduced cost of the equipment. In the old days, modified atmosphere meant sealing everything in a plastic bag and then injecting the bag with the right mixture of oxygen, nitrogen, and carbon dioxide. The air in the bag stayed the same

throughout the journey. This was used extensively for shipping raw meat, seafood, and poultry.

Today, the word "controlled" is used instead of "modified" because the equipment is able to change the conditions inside the container throughout the journey. In addition to maintaining the right temperature, the system is able to monitor and replenish nitrogen levels, remove excess carbon dioxide or ethylene produced by the natural respiration of the fruits or vegetables, and adjust the humidity of the air.

The use of controlled atmosphere (CA) containers allows avocados from Peru to be shipped through the Panama Canal and arrive 28 days later in France in

good condition. Controlled atmosphere extends the storage life of Australian super sweet corn for up to 5 weeks, which is more than enough to last the 23 days it takes to reach the consumer in Japan. Controlled atmosphere prevents the growth of mold on South African lychee which is now being shipped to Europe.

The conditions must be tailored to each fruit or vegetable and extensive research and field trials are necessary to determine the ideal temperature and gas levels. In addition, other factors such as ripeness and post-harvest handling and treatment can make a big difference in the storage life and condition of the produce. ♦

50 Years of Container Shipping

Finding uses for empty containers

The abundance of cheap, used containers on the market have led people to use them for all kinds of purposes—backyard storage, makeshift shelters and doghouses. Used 40' containers sell for between \$1000 and \$2500. Ebay has a few listed at that price and 20 footers were selling for less.

Giant container ships packed with manufactured goods from China arrive in US ports every day. Those ships return to China with 50-60 percent of their load consisting of empty containers.

In 2004, the cost of cleaning, inspecting, and repositioning an empty container from the East Coast to be shipped back to China was about \$1,200. The cost of buying a new container in China was \$1,300, so shippers bought new containers and the old containers began to stack up around ports in the US or were sold for other uses. European ports had the same problem with their empties and thousands of older containers were sold.

In 2005, a big increase in the cost of steel pushed the price of a new container to over \$2,000, and those old containers began finding their way back to China. Recently, steel prices have come down and so have container prices.

Empty containers have created a thriving new industry that specializes in using them to build living and working spaces for people. Following are a few examples of companies using containers to make permanent homes, as building blocks for larger structures, and as temporary shelters for emergencies.

Building blocks

Urban Space Management used 15 forty foot containers to build a three-story building at Trinity Buoy Wharf in London's Docklands. Structures using containers as building blocks can be built faster and at a much lower cost than conventional buildings. The building has 12 living and working studios and took only three months to construct. It was so successful that the building was expanded by adding another 30 containers to create an additional 22 studios.

Temporary and stackable

Keetwonen, Amsterdam, is a 6-block apartment complex of 1000 temporary student housing units made with 40 foot containers. Containers are designed to be stacked together and Keetwonen took advantage of this to create a five-container high building.

The building is temporary be-

cause it may have to be moved in five years. That is when the land lease with the City of Amsterdam expires, and, if not renewed, the structure will have to be removed. This is easily done because each container comes complete with bedroom, bath, and kitchen. Removal would just require disconnecting the walkways, plumbing and electrical, lifting the units by crane, and transporting them by tractor trailer to a new location.

Keetwonen units include the "Professor" model, one of seven prefabricated container homes built by Tempohousing, a Dutch company. Some of their models join two containers to create larger 16' x 40' living areas. Tempohousing also sells a complete cafe-restaurant made from eight containers stacked in two layers and a small supermarket made from containers with the sides removed.

Mobile shelters

Containers are designed to be easily transported by railcars, trucks, and ships. Energistx, a US company, takes advantage of this to create container-shelters which can be quickly moved and used in a disaster area or construction site. Some of their models made from 40 foot containers are: a 6-person bunkhouse with kitchen and bath; a 30-person dormitory with 10 triple bunk beds (no bath); and a



The Keetwonen student housing is made from 1000 containers stacked five-high in the city of Amsterdam, Netherlands.



Container City on Trinity Buoy Wharf in London used 45 containers to create 34 studio apartments.

one-bedroom one-bath instant home. Suggested uses include employee housing, construction offices, housing for relief workers, or emergency shelters.

A house for \$12,000?

Global Portable Buildings in Santa Rosa, California sells a complete 8' x 40' portable unit with toilet, shower, kitchen sink, electrical system and lighting, insulated walls and ceiling, windows, and vinyl floor for around \$16,000.

Options include a solar panel for electrical power, bedroom or office partitions, and decorative roof. A similarly outfitted 8' x 20' container runs around \$11,500. Very little site preparation is required.

The units may have to be modified to meet local building codes.

Bigger & fancier

If you want a bigger and fancier

house, Quik House sells a kit of five 40' containers that make a three bedroom, two bath, two-story, 2,000-square-foot home with skylights and large glass windows. The cost of the basic kit which is just the precut containers and glass is \$76,000 plus shipping. The deluxe kit includes the electrical wiring, light fixtures, plumbing, inside walls, carpet, kitchen appliances, and more for \$160,000 plus shipping.

Termite proof

The US trade deficit has created a tremendous problem of empty containers. An estimated one third of all truck and ship movements in the US are involved in returning empty containers. This adds up to billions of dollars wasted a year for the shipping industry. The movement of empties adds to traffic congestion on the highways, especially in areas like Long Beach and Los Angeles. Empty containers stack up in terminals and take up valuable space.

Converting containers into homes could help reduce the number of empty containers piling up around ports and also increase the supply of affordable housing. Containers are termite and fire-proof, earthquake resistant, and can stand up to hurricane force winds of 175 mph. Containers could be designed and built with removal panels for doors and windows which would further lower the cost of conversion. A little more attention to the exterior would make the container homes more attractive.

Who knows? If the idea catches on, container homes could be a big US export industry. ♦

ILWU Membership Services

2006 pensioner conference held on Kauai



WAILUA—The ILWU pensioner program is alive and well, judging from the 120 pensioners who attended the 23rd Biennial State Conference at the Aloha Beach Resort on Kauai in June. The pensioners may be in their 70's and 80's, but they are active and full of life.

They got down to business and heard from speakers like Millannie Mattson, daughter of Senator Daniel Akaka; Rep. Mina Morita; Ah Quon McElrath; gubernatorial candidate Randy Iwase; and our own President Fred Galdones, Secretary-Treasurer Guy Fujimura and Kauai Division Director Clayton Dela Cruz. They passed resolutions to support ILWU political action, revitalize the ILWU pensioner program, and support Del Monte Hawaii workers. They even engaged in heated discussions outside of the conference on special accounts held by the ILWU Memorial Association.

The pensioners were there to have a good time—and that they did. They went shopping at Kukui Grove, toured Poipu and Spouting Horn, and found time to make new friends and get reacquainted with old friends from all islands.

And they had fun. Who would think that John Arisumi would be the “king of comedy” with his off-color jokes? Or that Rose Mattos, along with Ricky Dangaran, would volunteer to lead the group in singing? Or that the Maui ladies would be so gorgeous and talented in Filipino dance?

The biennial conference makes all of this fun possible. Every

other year, the conference is rotated among the islands. In 2008, the conference will be held on the Big Island. The ILWU Memorial Association pays for two delegates from each club to attend the conference and funds are available through special accounts for others to attend. Some pensioners even pay their own way to attend what they have found to be a safe, enjoyable way to visit another island. This year, 20 pensioners from Maui attended the conference at their own expense.

Many thanks to all who made the 2006 pensioner conference a success:

Clayton Dela Cruz and his gang

for cooking chicken hekka and pork & peas the first night; Michael Machado for arranging for the buses and setting up the games at the picnic the last day with help from the Division; Jesus Guirao, president of the State Association, for chairing the conference proceedings; the Division Pensioner Coordinators for taking care of the pensioners at the conference; club representatives for providing reports on their club activities and showing everyone how truly active they are as seniors; and all the pensioners who attended the conference for living the good life and being positive examples of senior living. ♦

ATTENTION ALL BOWLERS! The 50th ILWU Statewide Mixed Bowling Tournament

will be held on Oahu on Nov. 24-25, 2006.

Call your Division Sports Coordinator for more information: 935-3727 (Hawaii); 244-9191 (Maui); 245-3374 (Kauai); or 949-4161 (Oahu).



Memorial Association President Robert G. Girald installs the State Pensioners Association officers for the next biennium: (l-r) President Tom Poy, Vice President Ricky Dangaran, Secretary Mae Pung, and Treasurer Jesus Guirao

ILWU Political Action

Union "walk and talk" for political action—continued from page 1

warm and friendly," said Lance, an ILWU member from the Honolulu Advertiser. "People are happy to be hearing from their union and are very interested in what we have to say."

The program has proven to be very successful in past elections and is the centerpiece of the "Labor 2006" campaign of the AFL-CIO. Individual unions allow the national AFL-CIO to combine their separate membership lists into a master list of union voters. This master list is then used to create the weekly "walk and talk" list for the volunteers.

On August 12th, over forty volunteers from the HGEA, the IBEW, the ILWU, and other unions covered the Makiki and Tantalus areas in Honolulu to

build support for US Senator Daniel Akaka, State Senator Carol Fukunaga, and Della Belatti, who is running for the State House of Representatives. Each team of two or three people gets a folder with a list of about 40-60 union households to contact. To reduce driving, the houses are on the same street or in the same area.

The previous two Saturdays—July 29 and August 5—targeted the Kalihi and Alewa Heights areas. The "walking and talking" urged union members to support Senator Daniel Akaka because of his solid and stronger record on the issues important to working families great. Terry Visperas, a candidate for the state house, also received the support of Hawaii's labor organizations.

Depending on the number of volunteers who show up each week, the teams can make contact with between 500-1000 union voters. Most of the walking and talking is planned for Oahu and in selected areas on the Neighbor Islands.

The "walking and talking" will continue every Saturday up to the Primary Elections on Saturday, September 23. There will probably be a short break and then resume until the General Elections on November 7.

You can help

More volunteers are needed and you can help. This is something any union member can do. No special skill is required, just a willingness to spend a few hours for a couple of Saturday mornings to help make a better future for you, your family, and all working people.

Get rewards

All ILWU active members, pensioners and their families who

participate in political action activities receive entry forms for prize drawings that will take place after the November General Election. Call your Division PAC Coordinators at the number(s) below for details on how you help out with political action and have a chance to receive rewards, too.

Your vote counts and your help can make the difference in the upcoming election.

Don't forget to vote—either by absentee ballot or at the polls on Saturday, September 23, 2006. If you would like a voter registration form, absentee ballot application or need help getting to the polls, call your union office today!

Hawaii Division 935-3727



Maui Division 244-9191



Kauai Division 245-3374



Oahu Division 949-4161



Kauai Division • ILWU Endorsements Primary Election • Saturday, September 23, 2006

U.S. SENATE Daniel K. Akaka

GOVERNOR Randy Iwase

Lt. GOVERNOR Malama Solomon

STATE HOUSE

14 Kapaa-Hanalei Hermina Morita

15 Lihue-Koloa Linda Estes

16 Waimea-Lehua-Niihau .. Roland Sagum

OPEN ENDORSEMENT:

U.S. House District 2-Rural Oahu and Neighbor Islands, Kauai Mayor, Office of Hawaiian Affairs. An "OPEN" endorsement means that the union had no recommendation for any candidate and members may vote as they choose.

Issued by ILWU Hawaii Political Action Committee, 451 Atkinson Dr., without the consent of any candidate.

KAUAI COUNTY COUNCIL (AT LARGE)

Tim Bynum Jay Furfaro
Shaylene Iseri-Carvalho Daryl Kaneshiro
Ron Kouchi Mel Rapozo
JoAnn Yukimura

BOARD OF EDUCATION

Maui Mary Cochran



Oahu Division • ILWU Endorsements Primary Election • Saturday, September 23, 2006

U.S. SENATE Daniel K. Akaka

U.S. HOUSE DIST. 1 Neil Abercrombie

GOVERNOR Randy Iwase

Lt. GOVERNOR Malama Solomon

STATE SENATE DISTRICT

9 Palolo-Kaimuki-Kapahulu Les Ihara

10 Manoa-Moiliili-Makiki Brian Taniguchi

11 Punchbowl-Ala Moana-McCully Carol Fukunaga

13 Kalihi-Liliha-Nuuanu Suzanne Chun

Oakland

14 Moanalua-Aiea-Halawa Valley Donna Kim

19 Makakilo-Kapolei-Waialeale . Janice Lehner

20 Waipahu-Ewa-Ewa Beach William Espero

24 Kaneohe-Kailua-Enchanted Lake Jill Tokuda

HONOLULU CITY COUNCIL

District II Donovan Dela Cruz

District VI Rodney Tam

OPEN ENDORSEMENT:

U.S. House District 2-Rural Oahu and Neighbor Islands; Senate District 15; House Districts 23, 32, 35, 41, 42, & 47; Council District VIII; Board of Education; Office of Hawaiian Affairs. An "OPEN" endorsement means that the union had no recommendation for any candidate and members may vote as they choose.

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STATE HOUSE DISTRICT

17 Kalama V.-Hawaii Kai .. Avelino Halagao

18 Kahala-Aina Haina Lyla Berg

19 Kaimuki-Waialae Michael Abe

20 St. Louis Hts.-Palolo Calvin Say

21 Kapahulu-Diamond Hd . Scott Y. Nishimoto

22 McCully-Pawaa Scott Saiki

24 Manoa Kirk Caldwell

25 Tantalus-Makiki Della Belatti

26 Punchbowl-Nuuanu Sylvia Luke

27 Liliha-Puunui Sesnita Moepono

28 Iwilei-Downtown Karl Rhoads

29 Kalihi-Sand Island Jun Abinsay

30 Alewa-Moanalua Terry Visperas

31 Salt Lake-Tripler Glenn Wakai

33 Aiea-Halawa Blake Oshiro

34 Newtown-Pearl City K. Mark Takai

36 Pearl City-Palisades Roy Takumi

37 Mililani-Waipio Ryan Yamane

38 Mililani-Mililani Mauka Marilyn Lee

39 Wahiawa Marcus Oshiro

40 Makakilo-Kapolei Sharon Har

43 Ewa Beach-Iroquois Pt. . R. Scott Belford

44 Honokai Hale-Nanakuli ... Michael Kahikina

45 Waianae-Makaha Maile Shimabukuro

46 Kahuku-N. Shore Michael Magaoay

48 Kaneohe Ken Ito

49 Maunawili-Enchanted Lake . Pono Chong

51 Lanikai-Waimanalo Tommy Waters



Hawaii Division • ILWU Endorsements Primary Election • Saturday, September 23, 2006

U.S. SENATE Daniel K. Akaka

GOVERNOR Randy Iwase

Lt. GOVERNOR Malama Solomon

STATE SENATE

2 Waiakea Uka-Volcano Russell Kokubun

STATE HOUSE

1 N. Hilo-Hamakua-N. Kohala ... Dwight Takamine

2 Hilo Jerry Chang

3 Hilo, Keaau, Mt. View Clifton Tsuji

5 S. Kona, Ka'u Robert Herkes

6 Kailua, Keauhou Joshua Green

7 North Kona, South Kohala Cindy Evans

OPEN ENDORSEMENT:

U.S. House District 2-Rural Oahu and Neighbor Islands; Council Dist. VII; Office of Hawaiian Affairs. An "OPEN" endorsement means that the union had no recommendation for any candidate and members may vote as they choose.

BOARD OF EDUCATION

Maui Mary Cochran

HAWAII COUNTY COUNCIL

District I Fred Holschuh

District II Donald Ikeda

District III Paula Helfrich

District IV Stacy Higa

District V Gary Safarik

District VI Robert Jacobson

District VIII Angel Pilago

District IX Peter Hoffman

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Maui Division • ILWU Endorsements Primary Election • Saturday, September 23, 2006

U.S. SENATE Daniel K. Akaka

GOVERNOR Randy Iwase

Lt. GOVERNOR Malama Solomon

STATE SENATE

4 Wailuku-Waihee-Kahului-Paia ... Shan Tsutsui

STATE HOUSE

8 Wailuku-Waiehu-Kahului Joe Souki

9 Kahului-Paia Bob Nakasone

10 W. Maui Kam Tanaka

11 S. Maui Stephen West

12 Upcountry Kyle Yamashita

13 E. Maui-Lanai-Molokai Mele Carroll

OPEN ENDORSEMENT:

U.S. House District 2-Rural Oahu and Neighbor Islands; Office of Hawaiian Affairs. An "OPEN" endorsement means that the union had no recommendation for any candidate and members may vote as they choose.

MAUI COUNCIL

Wailuku Michael Victorino

Kahului Joseph Pontanilla

Makawao-Haiku-Paia .. Mike Molina

Upcountry Gladys Baisa

Lanai Riki Hokama

Molokai Dennia Mateo

Hana Bill Medeiros

BOARD OF EDUCATION

Maui Mary Cochran

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