




The DISPATCHER

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PRESIDENT'S REPORT

Looking Back on 2007—Moving Forward in 2008

The New Year is almost here, so I've been thinking that it's a good time for us to look back and see what we've accomplished, where we fell short, and where we're heading in 2008.

For many ILWU members, 2007 was a challenging year. Nobody knows that better than 300 workers from Local 6—mostly women—who earn low wages at Waste Management in Oakland. They honored Teamster picket lines for the entire month of July, and taught us all an important lesson about the power and pain of solidarity. ILWU locals and other unions donated tens of thousands of dollars in financial aid, but that money couldn't begin to cover the rent, car payments, and other bills those families faced without paychecks for a full month. In the recent history of our union, these Local 6 workers have set a new standard for courage and solidarity.

Clerical workers at the ports of LA and Long Beach also won their hard-fought battle for better pay and benefits, as did Northern California warehouse workers who settled their master agreement. Workers at Powell's Books did a great job negotiating their latest contract, along with folks at the Farmers' Rice Cooperative, Sims Metals, Crescent Wharf and Warehousing, and dozens of other workplaces.

The October *Dispatcher* gave us a sober look at the challenges facing ILWU warehouse workers who have struggled to maintain their pay and benefits as shops close and union density drops. I'm pleased that Secretary-Treasurer Willie Adams took leadership in 2007 to begin holding regular meetings with leaders from all the warehouse locals. Those meetings—along with hard work by our organizing staff and ILWU volunteer organizers—are moving us in the right direction.

One of the greatest challenges I saw in 2007 was how to help California workers at Blue Diamond Growers in Sacramento and the Rite Aid warehouse in Lancaster. These workers, and millions more like them, simply want to join a union, but the laws and courts have been rigged to favor anti-union employers. We have to change that system because we'll all benefit if more workers can join unions, including the ILWU. The relatively small number of us who have good union jobs today are badly outnumbered; only seven percent of private sector workers have a union. That's why organizing has to be a priority—not

just to help other workers—but to protect our own jobs as well.

Electing a new President in 2008 who supports the "Employee Free Choice Act" could make a big difference by establishing stronger protections for workers who want to join unions. In the meantime, we'll keep helping the workers at Blue Diamond, Rite Aid, and wherever workers stand up for their rights and need our support.

ILWU members also need help to learn how to enforce our existing

waterfront in 2007: In April, Joseph Alesio died in Seattle. In September, Reginald Ross died in Oakland. And in October, Dan Miller died at work on the Seattle docks. In February, we lost Piper Cameron, a member of the Inlandboatmen's Union who worked on tugs in Southern California. Our deepest sympathies go out to these families and co-workers who lost their loved ones.

All of us in the extended family we call the ILWU, have a responsibility to keep fighting and improving

pletes their work in early February. But our basic strategy is clear: keep everyone informed and keep building support from politicians, the public, and local community groups. We also have support and solidarity from other unions across the country and around the world, including Mexico, Central America, Latin America, Europe, and Asia. Dockworkers from these other countries, including Mexico, face many of the same tough employers that we deal with here.

Workers in other countries sometimes pay with their lives for organizing a union, just like ILWU members did in 1934—which is why we responded so quickly to support the dockworkers in Guatemala after their union leader, Pedro Zamora, was brutally murdered in January 2007.

The big shippers, terminal operators, and investors in our industry have no loyalty to any country—their goal is to move freight cheaply and make money in the process—even if it means doing business where wages are low and basic rights are often ignored.

An important challenge in 2008 will be to keep ahead of this curve and not let companies get the upper hand over dock workers in any country. That's why we'll keep working with dockworkers in Mexico, China, and other countries in order to have leverage on employers wherever they operate around the world.

All this means we're going into 2008 with a number of important priorities, including:

- Electing a new President of the United States and members of Congress who will stand up for working people and promote peace in the world.

- Winning good longshore contracts in the United States and Canada. To win, we'll need to build public support, keep everyone informed and involved, and prepare for action if that's what it takes to get a fair contract.

- Helping more workers join unions, both at home and abroad, because all of us benefit when union membership is growing.

- Training more of our rank-and-file members and providing them with the skills they need to lead our union now and in the future.

Putting these priorities into practice won't happen without the dedication and support from rank-and-file members like you. I look forward to working with you in 2008 and building a stronger union together.

"An injury to one is an injury to all."



"...we'll all benefit if more workers can join unions, including the ILWU."

contracts and stand up for our rights on the job. That's why I was pleased that we held two large training sessions this past year: the Grievance and Arbitration Procedures workshop (GAP) for longshore workers that was sponsored by the Coast Committee and the Leadership Education and Development Institute (LEAD), sponsored by the International Union. These projects helped train hundreds of rank-and-file members, providing skills that will help them lead our union in the future.

For most of us who work in longshore, this has been a pretty good year. The work has been steady, union membership is growing, and we've got the best-paying blue collar jobs in America, thanks to the sacrifices of those who came before us.

The pay is good, but our work continues to be incredibly dangerous. Many workers suffered serious injuries last year and four died on the

conditions for those who remain, and for future generations.

Our next chance to continue that great legacy will come in 2008, when we'll bargain for new longshore contracts in the U.S. and Canada. Longshore workers in Canada have been negotiating their new contract through most of 2007, and they've hunkered down for a long, hard fight against the employers, the courts, and the government. The ILWU stands ready to help our Canadian brothers and sisters with all the solidarity and support that they need.

Bargaining our new longshore contract will involve many issues, including protecting our health and retirement benefits, better on-the-job safety, dealing with new technology, and pushing for cleaner air on the docks and in our communities.

The final list of priorities for the 2008 longshore contract won't be finalized until the Coast Caucus com-

Retrospectiva del año 2007 — Hacia Adelante en 2008

El Año Nuevo casi está aquí, así que he estado pensando que es buena hora para nosotros el mirar atrás y ver lo que hemos logrado, lo que casi logramos, y adónde nos dirigimos en el año del 2008.

Para muchos miembros de ILWU, el año 2007 fue un año de muchos retos. Nadie sabe esto mejor que los 300 trabajadores del Local 6—mujeres en su mayoría—quienes ganan bajos salarios en el Waste Management en Oakland. Ellas respetaron las líneas de piquetes (picket lines) de los Teamsters por todo el mes de Julio, y nos enseñaron a todos nosotros una importante lección acerca del poder y sufrimiento de solidaridad. Los locales de ILWU y otras uniones donaron decenas de miles de dólares en ayuda financiera, pero ese dinero no podría comenzar a cubrir las hipotecas,

pagos de la casa, y esos otros gastos que las familias tenían que enfrentar sin cheques de pago por todo un mes. En la historia reciente de nuestra Unión, estos trabajadores del Local 6 han establecido un nuevo estándar de valor y solidaridad.

Trabajadores de oficina en los puertos de LA y Long Beach también ganaron su dura batalla por mejores pagos y beneficios, así como lo hicieron

los trabajadores de "Northern California Warehouse" quienes ganaron su Contrato Maestro (Master agreement). Los trabajadores en el "Powell's Books" realizaron un gran trabajo en las negociaciones de su último contrato, junto con los compañeros en el "Farmers' Rice Cooperative, Sims Metals, Crescent Wharf and Warehousing," y docenas de otros lugares de trabajo

El "*Dispatcher*" de Octubre nos dió una mirada sobria de los retos que encaran los trabajadores de bodegas de ILWU quienes han batallado para mantener sus pagos y beneficios mientras negocios y densidad de unión desaparecen. Estoy contento que el Secretario-Tesorero Willie Adams tomó el liderazgo en 2007 y comenzó celebrando juntas regulares *continúa en la página 6*

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ILWU Safety Committee and feds investigate longshoreman's death

By John Showalter

ILWU Coast Safety Committee Chairman John Castanho traveled to Savannah, Georgia on Oct. 5 to learn more about the vessel where Local 10 longshoreman Reginald Ross died of injuries while loading containers at the Port of Oakland on Sept. 24, 2007.

The accident remains under investigation by the Federal Occupational Safety and Health Administration (OSHA) and the United States Coast Guard (USCG).

The *Stuttgart Express* left the Port of Oakland just seven hours after Ross was fatally injured aboard the ship. Despite many inquiries from the ILWU, it remains unclear why the vessel was allowed to leave port so soon after the fatal accident, and whether proper reporting and authorization procedures were followed by the ship and officials involved.

Federal regulations require OSHA to be notified when shipboard accidents involving longshore workers involve more than basic first aid.

The ILWU has been told that Federal OSHA officials were not notified immediately after the accident. It also remains unclear whether the Coast Guard was properly notified, if they conducted the necessary interviews and investigation, and if the ship was authorized to leave the Port of Oakland that evening.

After the union learned that the vessel left Oakland on Sept. 24, Local 10 President Tommy Clark sent an email to the captain of the *Stuttgart Express* requesting his further cooperation with the union and authorities involved with the investigation. The union tracked the ship's route down the west coast, through the Panama Canal, and finally to Savannah, Georgia, where ILWU Coast Safety Committee Chair John Castanho learned the ship was scheduled to make its next call. In Savannah, Castanho met with OSHA's Assistant Area Director Kurt Petermeyer and Compliance Officer John Voss. The three men attempted to board the ship, but Castanho was refused entry by an attorney for Hapag-Lloyd, who



Stuttgart Express

said the union was barred from entering the ship without written consent from the owners. OSHA officials, however, were able to board the ship. Details of their interviews with ship's crew are expected in a forthcoming report concerning the fatal accident.

While in Savannah, Castanho also met with Safety Director Sam Stewart of the International Longshoremen's Association Local 1414, and with Lieutenant Brian McCaul of the USCG's Marine Safety Unit. The ILA Safety Director and Castanho spoke with local union dockworkers who

were preparing to load and unload the *Stuttgart Express*. Workers were told about the fatality in Oakland, and encouraged to use extra caution while working on the ship. The Coast Guard also boarded the ship and conducted a round of interviews with two officers and a crewmember. The Coast Guard is expected to issue its own report about the fatal accident.

Castanho says the union will continue to assist Federal OSHA and the Coast Guard in any capacity requested regarding the ongoing investigation.

Letters to The Dispatcher

THANK YOU FROM THE ROSS FAMILY

It was wonderful to see how in times of great mourning, it can bring out the best in people. The Longshoremen are a special breed of people—they look out for their own. I was astonished at all the love, support and guidance given to our family upon the death of my brother, Reggie Ross, on September 24, 2007.

In particular, I would like to thank Deborah McLeod, Aisha Wright, Craig Merrilees, Farless Dailey, Willie Adams, John Showalter, the many people who made monetary contributions, and, of course, all of the Bay Area local union as well as the many speakers at Reggie's memorial service who spoke and sang so eloquently, with heartfelt emotions. I was particularly glad that Reggie's daughters were able to see this display of love and respect for their father. There are so many more people that I would personally like to thank, but unfortunately I am unable to do so.

On behalf of the entire Ross family—thank you! May God bless each and every one of you and your entire families. I will pray that some positive changes come out of this unfortunate incident.

—Glenda L. Ross
San Francisco, CA

Dear Editor,

Three cheers to brother Seymour Weinberg's letter in the September *Dispatcher* for fingering the "super-

liberal" deceptions about illegal immigration and NAFTA being harmless to American working people. Those of us who oppose NAFTA and illegal immigration are not simply racists. The pool of immigrant workers (who are good, hard-working family people) is a time-bomb. Why does our union uncritically follow the liberal line on these issues?

—Richard Schafer

Retired from Locals 10 & 34, Fresno, CA
Dear Editor,

Brother Schafer suggests the ILWU has been wrong about NAFTA and immigration, but I think he's misinformed on both issues. We took a tough stand against NAFTA, and continue to speak out against other "free trade" agreements because they benefit big business at the expenses of workers and the environment.

As far as our view on immigration, I hope everyone remembers that the ILWU was founded by many immigrant workers, including Harry Bridges, who was threatened for decades with deportation because of his political views, his union organizing, and his status as an immigrant worker. Also, the ILWU broke ranks with many other unions by welcoming workers of all races into our organization and by refusing to tolerate segregation and discrimination when many thought it was acceptable.

Today's illegal immigrants come to the U.S. from many countries, not just Mexico. They join unions when

they can and are leading organizing drives when they get the chance. Harry Bridges always said that worker unity has to be our top priority, because the bosses are always dividing us up. That's why we have to make sure that worker unity is always front and center in our approach to issues like immigration.

Like Richard Schafer and Seymour Weinberg, I'm concerned about the stress that illegal immigration is causing on our schools, public health, and other institutions. But I also know that our schools and health programs have been underfunded for a long time, and that the rich and corporations aren't paying their fair share of taxes. That's why I don't see hungry immigrant workers as the enemy, and hope that all of us in the ILWU will do more to see these workers as potential allies in our fight for justice, instead of a threat to our jobs. With this in mind, I hope we can agree on some solutions.

—Ray Ortiz, Jr.
Coast Committeeman

Dear Editor:

Dick Schafer is right about the need of the ILWU and labor to oppose NAFTA. NAFTA was dreamed up by conservative think tanks in the late 1970s, all of whom were promoting the virtues of deregulated privatization. NAFTA in the past 12 years, by loosening worker protections, has devastated working people in all three countries: Mexico, Canada and now the U.S.

However Dick is wrong to state that ILWU has ever supported NAFTA. I was Secretary of the ILWU Northern California District Council in 1994 when NAFTA came up for a vote in Congress. Most of the Congressmembers we supported in California voted No, including both Senators Feinstein and Boxer. The ILWU in Northern California, along with other supporters organized a big labor anti-NAFTA rally at the Federal Building on Golden Gate Avenue, chaired by Brother McWilliams, who was ILWU international Vice President at the time.

After this rally we sent two box loads of anti-NAFTA petitions, collected on the docks and elsewhere), up to Congresswoman Pelosi's office. We were sorry that we were unable to persuade Congress as a whole, including some of our closest allies, to go along with us on this issue.

Time marches on. We, as a union, need to continue to oppose further NAFTA-type privatization schemes being promoted in Washington and in our state legislatures. (including attacks on Social Security and decent health

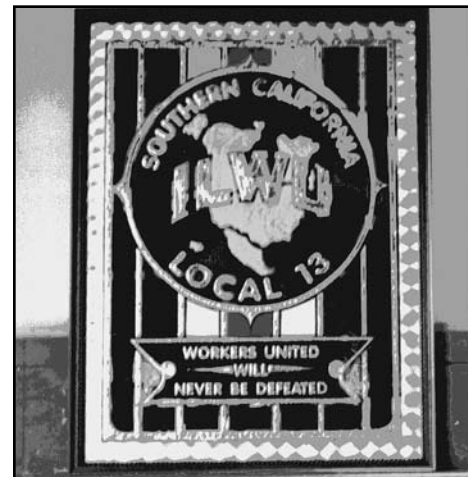
care). More than ever we need to keep our legislative councils on the ball.

—Don Watson
ILWU Local 34 retired

Dear Editor,

I read with great interest the response by high schoolers to the "Eye of the Storm" video that appeared in last month's *Dispatcher*. Programs like this are of much value for educating young people about the labor movement and I would like to see more of this kind of effort.

—Jack Borst
(retired since 1988) Sun City, Arizona



L.E. Yoder's stained glass art

Dear Editor,

After reading the September *Dispatcher*, I thought you might like to see a picture of the glass sign I made for Local 13 when I was still a casual. It was to be hung in the Memorial Hall for the rank and file to see. The piece is approximately 18x24 inches and is made with reversed chipped glass.

The blue field inside the ring and abalone represent the oceans and waterways of the world. The bold strokes of ILWU create an image of self-confidence, capacity for work, and seriousness. The silver ring around the field symbolize never ending solidarity. The colors red, white, and blue evoke patriotism for our sovereign nation, lest we lose our right to freedom as we know it. Red is for the blood shed by our union fathers. The white is for our purity of purpose to create safe workplaces with good wages to support our families. The blue is for valor and our strength to fight for what is right and do what is right when the fight is won. The metals including 23k gold, 12k white gold, palladium, and silver, collectively represent longevity and wealth. The wealth is not only in the wages but primarily in the benefits we receive while we work, but most importantly when we retire.

—L.E. Yoder
Local 13



Helping kids in their community: Leaders of ILWU Foremen's Local 94 present a check to Dr. Mel Marks (center) who directs the Miller Children's Hospital expansion project at Long Beach. The donation came from proceeds of the annual Harry Bridges Cup, a charity golf tournament that involved 144 ILWU members, including International President Bob McEllrath. The hospital is staffed with union workers and union crews are doing the new construction. Pictured (l-to-r) are Local 94 Bridges Cup Tournament Chairman Jimmy Suggs, Local 94 Vice President Eddie Alexander, Dr. Mel Marks, Local 94 President Danny Miranda and Local 94 Secretary-Treasurer Frank North.

Trust Rite Aid? Think twice!

In front of the Anaheim Convention Center, Angel Warner from the Rite Aid Organizing Committee and more than a dozen friends leafleted attendees at the International Foundation of Employee Benefit Plans' 53rd annual conference.

The Nov. 2 - 7 event drew about 5,000 people. Most of them worked with union health care and pension trusts. Rite Aid set up in the exhibitors' hall at the conference to market its pharmacy benefits management (PBM) company, Rite Aid Health Solutions. The ILWU, in coalition with 1199SEIU and UFCW, wanted conference-goers to get the big picture on Rite Aid. While the company was busy luring union money to its PBM, it was also busting unions on both coasts. Financial analysts are questioning its future, and the company still faces consumer fraud charges.

1199SEIU and UFCW represent

Rite Aid retail workers, pharmacists, and pharmacy technicians. Rite Aid took over more than 1,800 Brooks and Eckerd stores last summer. Under Rite Aid's contracts with SEIU and UFCW, workers in the new stores were supposed to be able to join the union with a simple showing of majority support.

But Rite Aid turned its back on those agreements and has been actively fighting the union. It has kept union reps out of the stores, and threatened and intimidated workers—just as the company has done in their Lancaster, CA distribution center where workers are trying to join ILWU warehouse Local 26.

Staff and activists from the three unions leafleted conference-goers, held a reception, and passed out hundreds of tote bags and water bottles bearing the slogan, "Trust Rite Aid? Think twice!"

—Marcy Rein



Trick or Treat visits to See's Candies

Halloween visitors to a See's Candies store in the Seattle area included a large green goblin (ILWU longshore Local 19's Keith Lowe) and friend (ILWU marine clerks' Local 52 BA Andrea Stuller) who warned customers that Blue Diamond almonds were lurking inside those delicious confections. Volunteers up and down the Coast visited See's stores around Halloween. They asked the candy company to use its influence as a big Blue Diamond customer and encourage the almond company to agree to a free and fair

union election procedure for the workers at its Sacramento plant.

In Portland, "Rosie the Riveter" paid See's a visit, warning customers that the almonds in their candy came from working women who can't get respect from those heartless, anti-union Blue Diamond executives in Sacramento. In downtown San Francisco, the Almond Avenger and Sparkles the Clown joined the other volunteers who talked to hundreds of See's customers, many of whom were supportive.



Jon Brier

"Feed the Community" upholds tradition of giving

Hundreds of ILWU volunteers handed out 80-pound baskets of food to more than 1,500 needy Los Angeles Harbor Area families as part of the union's annual Season of Giving. In all, the union collected more than \$50,000 in donations for food that was provided to needy families on Nov. 20 at the Local 13 Memorial Hall.

"Of all the checks I write as a union officer, this is the one I most enjoy signing," said Chris Villamontes, Secretary-Treasurer of Local 13.

ILWU Local 13 longshore, Local 63 marine clerks, and Local 94 foremen provided most of the donations and management for the event. The ILWU Southern California Pensioners Group and ILWU Federated Auxiliary Number 8 also contributed funds and provided energy for the union-run occasion.

This marks the 10th year that ILWU workers, volunteers, and locals in southern California have reached into their pockets to help feed the needy who live near the nation's busiest ports.

Community leaders joined ILWU officials to kick-off the event with a morning press conference. Supporters included newly-elected Congresswoman Laura Richardson (D-Long Beach), State Senator Jenny Oropeza (D-Long Beach) and Assemblywoman Betty Karnette (D-

Long Beach). Other guests who attended the food give-away included Long Beach Vice Mayor Bonnie Lowenthal, Los Angeles City Councilwoman Janice Hahn, Long Beach City Councilwoman Tonya Reyes Uranga and representatives from the Los Angeles Port Police, LAPD, and LA County Sheriff's station in Carson.

"I always join the annual food basket giveaway," said Councilmember Hahn. "They're committed to feeding the hungry and bringing good jobs to the community so hard-working men and women can feed themselves," she explained.

Also on hand were Shirley Atencio, of the Wilmington Coordinating Council, which honored the ILWU last year as "Non-Profit of the Year" for the food and toy donation program; **Connie Calderon**, of the Wilmington Teen Center; and **Trini Harris**, of Long Beach Head Start.

The food giveaway is one of several charity events organized by the ILWU during the holiday season to help the local community. Last month, ILWU locals 13, 63, and 94 helped raise nearly \$150,000 to support the Boys & Girls Club of the Los Angeles Harbor. The "season of giving" will end with a December "toy party" where union volunteers will welcome hundreds of needy kids who get to choose their own favorite toy from among thousands purchased by the union.

TALK TO AN ILWU ORGANIZER!

Puget Sound—Jon Brier 206-448-1870 (office)

Columbia River—Mary Winzig 503-223-6057 (office)

Northern California—Agustin Ramirez 916-606-4681 (cell)
or Carey Dall 510-846-5368 (cell)

Southern California—Rodolfo Gutierrez 951-757-7424 (cell)
or Carlos Cordon 213-618-1765 (cell)

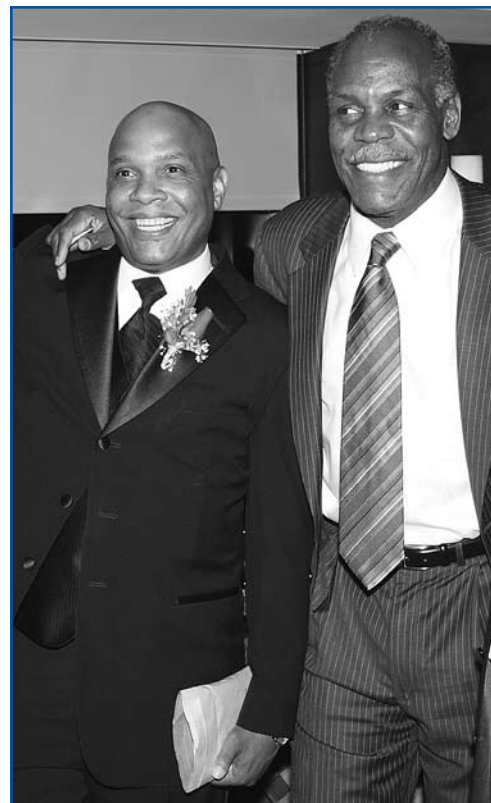


A gift from the Boys and Girls Club

Local 13 President Mike Mitre (2nd from right), Local 63 President Joe Gasperov and Local 94 Secretary-Treasurer Frank North (left) displaying framed artwork presented to the hall for their locals' sponsorship of the 3rd annual fundraiser for the ILWU/PMA Boys and Girls Club of LA Harbor. The event generated more than \$135,000 in donations from ILWU Locals, the Southern California District Council, the Southern California Pensioners Group, and from the PMA and shippers.



John Regas



ILWU at TransAfrica celebration

ILWU International Secretary-Treasurer Willie Adams attended the 30th anniversary celebration for the TransAfrica Forum in Washington, D.C. Nov. 7. The ILWU International and the Coast Committee helped sponsor the event, along with other unions and organizations. TransAfrica promotes progressive social change in Africa by working with experts, activists and groups in the U.S. Adams serves on its Board of Directors. (photos from left:) Willie Adams with actress Ruby Dee Davis, who received the Pan African Lifetime Achievement Award. Ms. Dee has appeared in countless screen, television, and stage productions, including the new film "American Gangster," which is gaining buzz for a possible Oscar nomination. Ms. Dee has dedicated her life to the arts,

the labor movement, and the fight for social justice, as did her late husband Ossie Davis. (center photo) Adams presented the "Socially Responsible Journalism Award" to Amy Goodman, host of the "Democracy Now!" program that airs each weekday on more than 500 public stations nationwide and has won acclaim for outstanding investigative journalism and aggressive reporting. (right photo) Actor Danny Glover, who chairs the TransAfrica Board of Directors, has also made social change work an important part of his life and acting career. Glover is an honorary member of ILWU Local 10 and narrated the union's recent "Eye of the Storm" documentary.

Sacto backs Blue Diamond workers



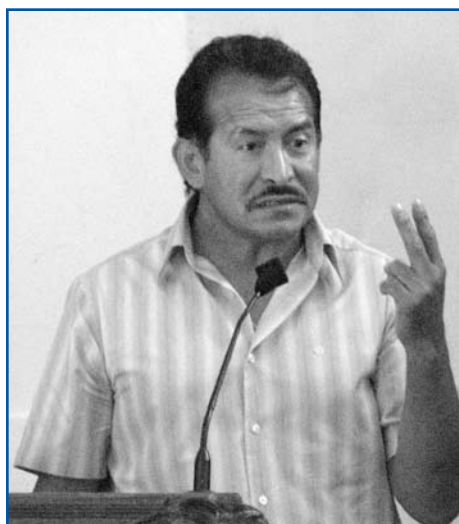
Blue Diamond Organizing Committee members (front row, left to right) Carlos Saraiva, Eliaser Acosta and Ben Monarque join the crowd at the Nov. 18 community forum in Sacramento, applauding the results of the event. The three men, along with their co-workers Alma Orozco, Gloria Hessel and Larry Newsome, described the impact of Blue Diamond's anti-union campaign to a panel of Sacramento civic leaders. After listening to an hour of testimony, the eight-member panel recommended a fair and timely union election at the plant under specific rules.

"Something very exciting happened today," said Rev. Dr. David Thompson, from the Westminster Presbyterian Church, where the forum took place. "As a community, we're getting more and more serious about seeing a fair resolution to the labor situation at Blue Diamond."

Dr. Thompson sat on the panel at the forum, along with State Sen. Darrell Steinberg (D-Sacramento), Sacramento City Council member Steve Cohn, Joan B. Lee of the Gray Panthers, Chris Jones of ACORN, Gary Passmore from the Congress of California Seniors, Professor Paul Burke from Sacramento State University, and Guambry Santillan from Sacramento City College MEChA.

"We believe the labor laws in this country need a thorough overhaul,"

Sen. Steinberg said. "But for here and now, we recommend that an election be held with additional safeguards for fairness." The panel suggested that the vote be held in a neutral location away from the plant, such as a school or church; that the union and the management have equal access to talk to workers who will vote; that both sides will agree not to harass or intimidate voters; that impartial persons would oversee the vote itself, and that the parties would agree to community oversight of the whole election process. Panel members agreed to send a letter to Blue Diamond with these recommendations, and report back to the community on the company's response.



Eliaser Acosta



Never forget

ILWU Southern California Pensioners Group Vice President Ray Patricio (left) joins Joe Stahl, one of the oldest West Coast longshoremen, at the group's annual dinner and dance held Oct. 28 at the Local 13 Memorial Hall.

The SCPG honored Stahl, who turned 100 on Oct. 15, and two other pensioners who are both 90: Miguel Salcido and Ray Radcliffe. All received embroidered ILWU jackets and caps from their fellow Pensioners.

In May 1934, Stahl spent the first six days of the longshore strike working on the wrong side of the picket line. But on the seventh day he apologized, joined the strikers, and donated his pay to the union. Stahl spent the summer chasing scabs off the docks. At one point, he confronted a group of replacement workers in 26 cars who had rallied inside one of San Pedro's toughest bars, then threatened to cross picket lines and break the strike. Stahl convinced all of them to abandon their plans and turn around.

News and Notes

CALIFORNIA

Local 29 members in the San Diego area faced fire and evacuation, but they kept the port open and the cargo moving through all but a few hours of last month's wildfire. Many of the members were evacuated from their homes, but stayed in the area and reported for work, Secretary-Treasurer and Dispatcher Anthony Soniga said. Soniga, 23 years old, is the youngest person to serve in his post in the local. His fellow members wonder if he is the youngest person ever to serve as a local secretary-treasurer in the ILWU.

Local 6 wrapped up negotiations with Ferralloy-Reliance, the Port of Stockton and Cemex, but is still bargaining for eight more contracts. "We reached agreement with Cemex on a 4-year agreement," Pecker said. "We are already a year and a half into to newly negotiated agreement—the pre-

vious agreement expired on March 31, 2006." The major terms are a \$1,000 lump sum payment on ratification and 50-cent wage increases on April 1, 2008 and April 1, 2009. The bargaining team achieved maintenance of benefits and participation in the pension plan and retiree health and welfare plan on the same terms as Master Warehouse Agreement negotiated earlier this year. In order to get the wage increases, the union agreed to a wage progression formula for new hires that pays 70 percent at hire, 80 percent after 6 months and 90 percent after 1 year with the full rate at 18 months... After the union supported Teamster drivers in their dispute with Waste Management in July, the company sued the union for "illegally showing solidarity," Secretary-Treasurer Fred Pecker said. The union may have legal expenses from this fight. The union has also supported mechanics at Waste

Management in their bargaining... Local 6 continues to meet with Local 54 officers and members for organizing and solidarity, Pecker said.

Local 17 wrapped up a number of contracts recently. Workers at Sims Metals got "one of the best contracts in recent history" according to President Jeffery Carter. The 30 members will maintain benefits and get substantial raises.... Workers at Crescent Wharf and Warehouse, a subsidiary of SSA, got a first contract after a year's bargaining. The 15-20 workers got a good contract with raises, good health and welfare benefits and favorable contract language, Carter said. SSA is now running the port after the City of West Sacramento turned it over to private industry... Sacramento Logistics clerical unit workers are close to a contract, but the union and company have discussed interest arbitration. The company has come back with a better offer and negotiations continue as we go to press... Weyerhaeuser

rebar and construction truss workers have a tentative, four-year agreement, voted on Nov. 8. They stayed with Local 17 health and welfare benefits. Negotiations continue at Nabisco.

OREGON, COLUMBIA RIVER AREA

Local 8 President Jeff Smith asked International Secretary-Treasurer Willie Adams and Local 63 Secretary-Treasurer Peter Peyton to come up to the Columbia River ports and discuss two priorities for 2008—the longshore contract negotiations and the November elections. Adams, Peyton and other ILWU members crisscrossed the Columbia River Nov. 13 and 14, visiting the packed halls of Locals 4, 5, 8 and 28. The trip began at **Local 5's** Executive Board meeting where members were celebrating their recent contract victory at Powell's Books. Adams, Peyton and Smith talked to Local 5 members about the union's Political Action Fund.

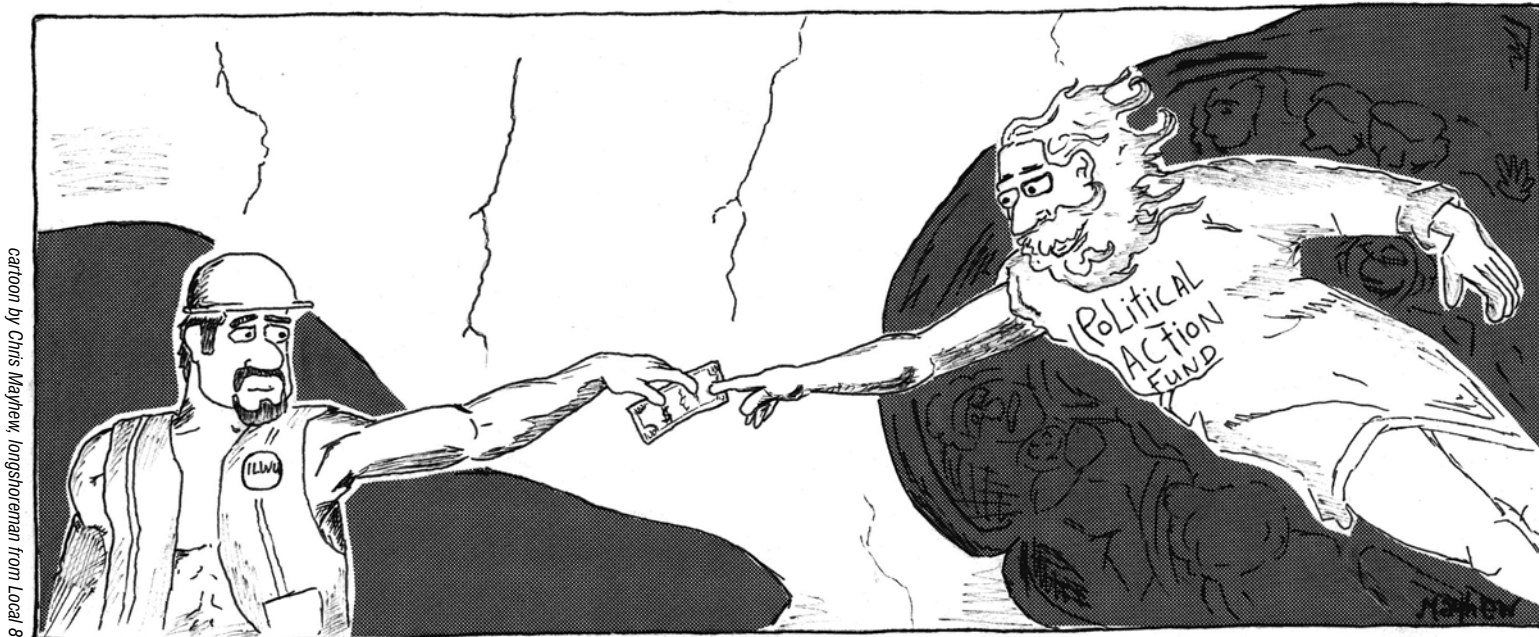
"We asked people to contribute what ever they could," Adams said.

"Some people may not be able to contribute as much money, but everyone can contribute his or her time."

Adams and others met the next day with security guards from **Local 28**, who are in negotiations with the port. "We heard their concerns and made a commitment to support them," Adams said. Local 28 security guards in Portland are staying strong in their negotiations with the port. The talks have dragged on since May, and members are running out of patience with management. The local continues to organize in Tacoma, where some companies are contracting out guard work to non-ILWU employees.

They then went to Locals 4, 8 and 21 to talk about the

continued on page 7



Cartoon by Chris Mayhew, longshoreman from Local 8

Del año 2007 hasta el 2008 *continúa desde la página 2*

con los líderes de todos los locales de Bodegas (warehouse locals). Esas reuniones—junto con el arduo trabajo de nuestro personal de organización y los organizadores voluntarios de ILWU—nos están llevando en la dirección correcta.

Uno de los mayores retos que presencié fue en 2007, consistía en ayudar a los trabajadores del "Blue Diamond Growers" en Sacramento y a los trabajadores de "Rite Aid warehouse" en Lancaster. Estos trabajadores, y millones como ellos, simplemente quieren afiliarse a una unión, pero las leyes y los tribunales han sido "arregladas" para favorecer a patrones contra-únión. Tenemos que cambiar ese sistema porque la mayoría de nosotros nos beneficiaremos si más trabajadores pueden afiliarse a uniones, incluyendo a la ILWU. El número relativamente pequeño de nosotros que tenemos buenos trabajos de unión está sobredominado; solamente el 7% de los trabajadores del sector privado tienen unión. Es por eso que el organizador tiene que ser una prioridad—no solamente para ayudar a otros trabajadores—pero también para proteger nuestros propios trabajos.

Elegir a un nuevo Presidente en 2008 quien apoye la Ley de Opción Libre de los Empleados (Employee Free Choice Act) podría hacer una gran diferencia al establecer protecciones más fuertes para trabajadores que quieren afiliarse a uniones. Mientras tanto, seguiremos ayudando a trabajadores en "Blue Diamond, Rite Aid," y en cualquier lado donde trabajadores defiendan sus derechos y necesiten nuestro apoyo.

Miembros de ILWU también necesitan ayuda en aprender cómo enforzar nuestros contratos existentes y cómo defender nuestros derechos en el trabajo. Es por esto que estoy contento de que llevamos a cabo dos grandes sesiones de entrenamiento/capacitación el año pasado: el Programa de

Quejas y Arbitrajes (GAP) para trabajadores/estibadores que fue patrocinado por el Comité de la Costa (Coast Committee) y el Instituto de Educación y Desarrollo de Liderazgo (Leadership Education and Development Institute [LEAD]) que fue patrocinado por la Unión Internacional (International Union.) Estos proyectos ayudaron a entrenar/capacitar a cientos de trabajadores de la membresía, proporcionando habilidades que les ayudarán a guiar a nuestra unión en el futuro.

Para la mayoría de nosotros que trabajamos en los muelles, este año ha sido un buen año. El trabajo ha sido constante, la membresía de unión está creciendo, y tenemos los trabajos "blue-collar" mejor pagados en USA, gracias a los sacrificios de esos miembros que vinieron antes que nosotros.

La paga es buena, pero nuestro trabajo continúa siendo increíblemente peligroso. Muchos trabajadores sufrieron lesiones muy serias el año pasado y cuatro murieron en el Frente Marítimo (waterfront) en el año 2007: En Abril, Joseph Alesio murió en Seattle. En Septiembre, Reginald Ross murió en Oakland. Y en Octubre, Dan Miller murió en los muelles de Seattle. En Febrero, perdimos a Piper Cameron, un miembro de "Inlandboatmen's Union" quien trabajó en los remolcadores en el Sur de California. Nuestro más sincero pésame para esas familias y compañeros de trabajo quienes perdieron a sus seres queridos.

Todos nosotros parte de la familia que llamamos ILWU, tenemos una responsabilidad de mantener luchando y mejorando las condiciones para esos que quedan, y para futuras generaciones.

Nuestra próxima oportunidad de continuar ese gran legado vendrá en el 2008, cuando negociaremos por nuevos contratos de estibadores y jornaleros (Longshore workers) en U.S.A. y Canadá. Estibadores y Jornaleros Trabajadores (Longshore workers)

en Canadá han estado negociando su nuevo contrato por casi todo el año del 2007, y se han atrincherado en preparación para una prolongada y dura batalla contra los empleadores, los tribunales, y el gobierno. La ILWU está lista para ayudar a nuestros hermanos y hermanas Canadienses con toda la solidaridad y apoyo que necesiten.

Negociar nuestro nuevo contrato de estibadores y jornaleros (longshore contract) involucrará muchos puntos, incluyendo el proteger nuestros beneficios médicos y de pensión, mejoras en la seguridad en el trabajo, tratar con nueva tecnología, y empujar por aire más puro en los muelles y en nuestras comunidades.

La lista final de prioridades para el contrato de estibadores y jornaleros del 2008 (longshore contract) no será finalizada hasta que el Comité de la Costa (Coast Caucus) termine su trabajo a principios de Febrero. Pero nuestra estrategia básica está clara: mantener a todos informados y mantener la fomentación del apoyo de políticos, del público, y de grupos comunitarios locales. También contamos con apoyo y solidaridad de otras uniones a través del país y alrededor del mundo, incluyendo a México, Centroamérica, Suramérica, Latinoamérica, Europa, y Asia. Trabajadores de los Muelles (Dockworkers) de otros países, incluyendo a México, encaran a difíciles patrones a como los que tratamos aquí.

Trabajadores en otros países a veces pagan con sus vidas por organizar una unión, así como lo hicieron miembros de la ILWU en 1934—y ésta es la razón por la que respondimos tan rápido en apoyar a los trabajadores de muelles en Guatemala después que su líder sindical, Pedro Zamora, fue brutalmente asesinado en Enero del 2007.

Las grandes compañías navieras, los operadores de terminales, e inversionistas en nuestra industria no tienen lealtad alguna para ningún país—su meta es transportar cargo

lo más barato que se pueda y sacar ganancias en el proceso—incluso si esto significa hacer negocios donde los salarios son bajos y los derechos básicos son ignorados frecuentemente.

Un reto importante en el año del 2008 será mantenernos adelante de esta curva y no dejar que las compañías ganen ventaja sobre los trabajadores de muelles en ningún país. Es por esto que continuamos trabajando con trabajadores de muelles en México, China, y otros países para poder tener "palanca" (leverage) sobre empleadores dondequiera que ellos lleven a cabo sus operaciones de negocios en el mundo.

Esto significa que tenemos varias prioridades que tenemos que tener en mente para el 2008, incluyendo:

- Elegir a un nuevo Presidente de los Estados Unidos y a miembros del Congreso que defiendan a la gente obrera y fomenten la paz en el mundo.

- Ganar buenos contratos de trabajadores de muelles (longshore) en los Estados Unidos y Canadá. Para ganar, vamos a necesitar la creación de apoyo del público, mantener informados e involucrados a todos, y prepararnos para tomar acción si es necesario para ganar un contrato justo.

- Ayudar a más trabajadores a afiliarse a uniones, en ambos: aquí en el país y en el extranjero, porque todos nos beneficiaremos del crecimiento de membresía en nuestra unión.

- Proporcionar más entrenamiento/capacitación a nuestros miembros y proporcionarles las habilidades y conocimientos que necesitan para guiar a nuestra unión ahora y en el futuro.

Poner estas prioridades en práctica no sucederá sin la dedicación y apoyo de todos los miembros como tú. Tengo grandes esperanzas de trabajar contigo en el año 2008 y juntos edificar una unión más fuerte.

"Un daño a uno es un daño para todos."

ILWU affiliate American Radio Association—a perspective

Through training and recruitment, American Radio Association (ARA) members have transitioned over the past decade from primarily ship's communications officers and watch standers under the Safety of Life at Seas Convention (to monitor SOS calls) to skilled electronics officers. ARA members now maintain and repair a wide range of technologically advanced equipment aboard modern merchant vessels.

In addition, ARA members are the primary operators of the Global Maritime Distress and Safety System ("GMDSS") that replaced the old system that was based on the manual transmission of all communications using Morse code.

ARA Master Radio Electronics

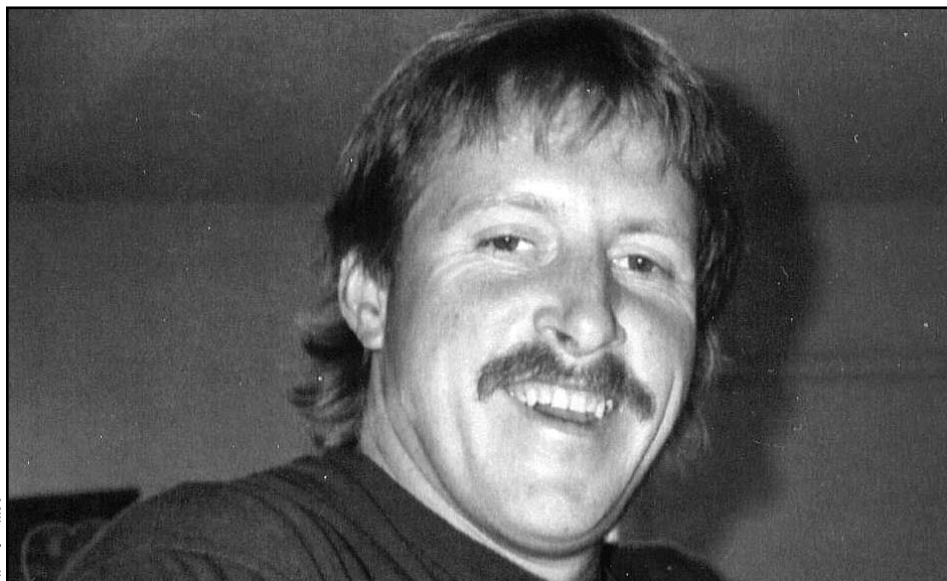
Officers/Communications and ARA Electronics Officers have training in maintenance of computer systems, networking, software, administration, data communications, and integrated navigation and engine control systems. They also repair instrumentation and automation systems and perform related duties aboard ship.

In addition, ARA members work as communication, electronics, and information technology instructors under a collective bargaining agreement with Elkins Marine Training Institute.

The ARA joined the ILWU Sept. 8, 2006. But before joining the ILWU family, ARA members walked the picket line in the 2002 longshore lockout.

—Carl Young, Secretary-Treasurer, ARA

Local 23 longshoreman dies on Seattle docks



Daniel Miller

By John Showalter

Early on the morning of Tuesday, October 23, longshoreman Daniel Miller passed away after suffering a heart attack while working on a ship at the SSA Terminal at the Port of Seattle. Miller, 46, had just started the morning shift when he complained to his partner about stomach and chest pain, then became incoherent and fell to his knees. The partner immediately called foreman Al Smith who notified the Seattle Fire Department. Emergency medical professionals responded quickly, but Miller died while being transported to a nearby hospital.

Daniel Miller was born on June 20, 1961 in Tillamook, Ore. His father was a racehorse jockey, but for most of

his childhood, Miller's mother reared Daniel, his older brother Donny, and sister Debbie. Prior to his passing, Daniel had worked on the docks for about 5 years. Before longshoring, he hauled hay, worked at local dairy farms, and did construction work. Daniel started working early in life, performing chores on dairy farms as an eight year-old boy.

"He lived for the moment, and he lived every day as if it were a party," brother Donny said. "Everyone liked him. He always had a joke to tell you." His brother said Daniel also liked going to horse races and casinos, and fishing in the ocean or on the Puyallup and Green rivers. Miller is survived by both parents and his two siblings.

DO DEFIBRILLATORS REALLY SAVE LIVES?

According to the medical examiner, Dan Miller's death could not have been prevented by the use of an Automatic Electric Defibrillator (AED). But sometimes defibrillators can help save lives.

Longshoreman Tom Clowers suffered a cardiac arrest on the same SSA terminal in Seattle less than two weeks after Daniel Miller's fatal heart attack. Clowers received Cardio Pulmonary Resuscitation (CPR) from co-worker Vanessa Rasberry and electric shocks from an AED unit administered by manager Joey Arnold.

"We've known for a long time that installing AED's on the docks could save lives," says to ILWU Coast Safety Committee Chairman John Castanho. The union asked the Occupational Safety and Health Administration to require employers to install the devices, but the agency declined to make installation of AED's mandatory—opting instead to merely recommend their use on docks and shipyards.

Employers agreed to place AED's in grain elevators in Washington and Oregon, as part of the *In-House Grain Agreement of 2004*.

Some employers have voluntarily installed a limited number of AED's, including SSA that has installed four units on their docks in Seattle—two in the center towers and two at the outgate.

The PMA vigorously opposed the ILWU's effort to make companies install AED's during the 2002 negotiations. "The companies compared the cost of the new machines with the number of lives that might be saved—and told us it was too expensive to save just a few lives," said Coast Safety Chairman John Castanho. "It was cold-blooded, but it illustrated how much management values a human life versus their bottom line." Castanho says the Coast Safety Committee will keep pushing to install AED's on all waterfront terminals and worksites.



Bridge Control System repair by ARA member.

Longshore retired, deceased and survivors

RECENT RETIREES:

Local 8—Walter Ingersol; **Local 10**—Richard Thayer Jr., Robert Golden, Curtis Christensen, Omar Bruce; **Local 13**—Bennie Jackson, Anthony De la Torre, Luis Sulsona, Elisa Crisanti, Pat Leland, Albert Williams, Zeljko Vrbancic, Bozo Nakich; **Local 19**—Lloyd Holloman, Gerald Arger, Robert L. Campbell, Oscar Miller, Paul Barracliffe Sr; **Local 23**—Clarence Walker Jr; **Local 34**—Raymond J. Cruz, Alan Travis, Mario Siguenza, Anthony McClain; **Local 52**—Richard McHugh, Joseph Rice; **Local 63**—William O. Salcido Sr., Maria Marsch; **Local 94**—Quency Ross, James Beecher; **Local 98**—Gary Reichl.

DECEASED:

Local 8—Richard Simpson; **Local 10**—Harral York (Dorothy), Henry Pellom Jr. (Lisa), Eddie Perez (Pauline), Francisco Sousa (Virginia), William Matsu (Lucy), Adan Corral (Margarita), Ozy Smith, English Jackson, Donald Stanicich, William Peters, Hilton Rawlins, Arthur Robinson Jr., Francisco Sousa, William Matsu; **Local 12**—Joseph Gulpan (Melba); **Local 13**—Giuseppe Arancio (Lidia), Rudd Newton (Linda), Osvaldo Munoz (Rebeca), Samuel Armstrong (Mary), Genaro Franco (Noemi), James Jernigan (Darlene), Bernard Bare (Dolores), Marco Geich (Mary Ann), Timothy Osborn (Leda), Marco Gonzalez (Ahida), Lewis Mason, Louis Moreno, Gentry Montgomery, Len S. Garcia; **Local 19**—Balleriano Asis (Philomena), Angel Domingeil (Emma), Walter Hughes (Bonnie), Harold McCormick (Patricia), John P. Johnson, Valentine

Swegel, Gordon Freitag; **Local 23**—Chris Lapenski (Glinda); **Local 29**—Eugene Gonzales (Haroldine); **Local 32**—Richard Borsheim; **Local 34**—William Farrelly (Erma), Albert Schott (Bernice), Rudolph Berry (Betty), John Barbour, Robert Lillegerg, Humbert Falaise; **Local 40**—Marvin Hedlund (Marilyn); **Local 46**—Robert Angie (Maria); **Local 47**—Del Edgbert (Paulette); **Local 50**—James Van Osdol (Betty), Arlee Hayne (Wilma); **Local 52**—William Barnak (Karen); **Local 54**—Lester Ferreira Sr. (Eva), Ernest Bolter; **Local 63**—Richard Portugal (Lucy), R.G. Watkins; **Local 94**—Tom Henriksen (Sally); **Local 98**—Daniel Ekendal. (Survivors in parenthesis.)

DECEASED SURVIVORS:

Local 8—Marian Roberson, Gladys Nunes; **Local 10**—Marian Harrison, Victorine Bailey, Lucy Thomas, Margaret White, Dorcus Kahuanui, Julia O. Jackson, Carmelita Dupes, Anna D. Gonzales, Ida Halling, Connie Galaviz, Lillian Cannata, Hestella Brown, Lucy Lugo; **Local 12**—Beverly Jansen, Wilma Sutton; **Local 13**—Leana Johnson, Joanne Cornejo, Maria Cristanelli, Maudie Dorris, Mary Hand, Anastasia Punchard; **Local 19**—Jette Armour, Jacqueline Larson, Annie Foster; **Local 23**—Mary P. Miller; **Local 32**—Pauline Granberg; **Local 34**—Dwan Cruikshank, Berle Merrill, Ruth Farbman, Roma Costigan; **Local 47**—Flora Haider; **Local 52**—Pearl Arnold; **Local 53**—Gloria Chambers; **Local 63**—Lenore Bunt, Barbara Malberg, Norma Violette; **Local 92**—Angeline Bolton; **Local 94**—Edith Worsnop.

News and Notes cont'd from p. 6

contract negotiations and how important all the political races will be next year, locally and nationally. "We thanked the members for what they have given to the Political Action Fund, and we asked for a little more," Adams said. "We want to raise a million dollars, and to send a large number of people out to campaign around the country to turn the tide for working people."

WASHINGTON

Local 9 aviation security workers at SeaTac International Airport ratified a new three-year contract by a close margin. The deal maintains existing benefits and provides wage increases. Workers will receive a 4.2 percent raise from Feb. '07, plus retro pay back to August that ranged from two to five percent, depending on the classification. They will receive another raise in February 2008 based on the Consumer Price Index with a minimum of two and maximum of

six percent. The contract also schedules CPI raises for two additional years...Subcontracting at the Seattle Airport continues to be a concern, but Local 9 won a fight that resulted in union coverage for 32 security workers whose jobs were previously subcontracted. Local 9 will press for additional shifts that are currently non-union...A group of nine airport parking supervisors left Local 9 this summer, a move that was not contested by the union...It's been more than a year, but there's still no word from the Washington State Supreme Court, where retired warehouse workers took their case after losing medical benefits in January 2003 when Hasbro Toys left a warehouse that was owned and operated by the Port of Seattle.

Local 21 reports the successful election of Darold Dietz, a recent Local 21 retiree, to the position of Commissioner at the Port of Longview. Brother Dietz won with a solid 62 percent of the vote. The

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News and Notes *cont'd from p. 7*

local thanked the Puget Sound and Columbia River District Councils, the International Executive Board, and Secretary-Treasurer Willie Adams for their help. Local 21 members also worked hard to get Brother Dietz elected. He replaces a real estate developer who had been appointed by the current Port Commissioners.

Local 19 is pleased that the Port of Seattle has just secured a 42-mile rail corridor that ensures rail transport from Woodinville to Snohomish. The deal reached in early November was sealed with a memorandum of understanding between King County and the Burlington Northern Railway. The agreement also allows the port to lease the southern portion of the corridor to King County for hiking trails. The port is also planning to acquire land where the Fisher Flour Mill is sited, near Terminal 10.

"This will preserve a very important rail corridor," Local 19 President Herald Ugles said. "We're glad that

the new port CEO Tay Yoshitani is protecting the core interest of the port, and that is shipping."

The union is supporting other land use issues before the Seattle City Council to protect industrial lands. The union brought 50 longshore workers and families to a recent City Council meeting, Ugles said.

ILWU Canada workers have protested the imposition of unreasonable security screening measures, and the dispute could go to Canada's Supreme Court and Parliament in Ottawa. The Canadian government wants to require transport workers to undergo an extensive investigation of their past, including checks on past criminal convictions with no relation to security.

The Transport Ministry would require workers to answer many highly personal, invasive questions. Hearsay testimony could be used to deny a worker an identification card, and without it, he or she could not work on the docks. If the minis-

try even has "reasonable grounds to suspect" a worker might pose a threat, that person can be denied an ID card and thus denied work. The union took it to arbitration, claiming screening was a condition imposed outside the collective bargaining process. The arbitrator ruled Oct. 29 that it was a federal matter, and he didn't have jurisdiction. The union moved the issue to the Transport Ministry for hearings. Hearings in Parliament might follow, and ILWU Canada believes there are fundamental constitutional issues that Canada's Supreme Court might need to decide.

Local 505 welcomed the first container vessel to the new Fairview Container Terminal in Prince Rupert on Oct. 31, 2007," according to Secretary-Treasurer Tom MacDonald. A large group of dignitaries from the global shipping industry was also on hand to greet the ship, the *Cosco Antwerp*. Representatives from China and Maher Terminals, the operator,

watched as ILWU members moved the first containers from the vessel to rail, where they travelled across Canada, then south to Chicago. Prince Rupert is expected to be the quickest ship-to-rail route from the Far East to the Midwestern United States. Cosco is the first shipping line to announce service to Prince Rupert with weekly visits. A second line is expected by January.

Local 505 has increased its work force by a large amount. Last August, Local 505 and the employer, British Columbia Maritime Employers Association, recruited, tested and signed up another 200 individuals, the largest hiring drive in the history of the local.

"After more than a decade of decline in hours worked, the tide has finally turned for the longshore workers in Prince Rupert," MacDonald said. "Union members are once again working full time jobs, with preferred casuals getting three to five days, and it's only going to get better."



Harry Bridges (left) whispers to Sam Kagel. "I have a great idea for holiday gifts."

Holiday Gifts with special meaning: two films about the history and legacy of the ILWU and the labor movement

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BOOKS:

Harry Bridges: The Rise and Fall of Radical Labor in the United States By Charles Larrowe: A limited number of copies of this out-of-print and useful biography are now available through the book sale by special arrangement with Bolerium Books in San Francisco, which specializes in rare publications and documents about radical and labor history. **\$10.00**

The ILWU Story: unrolls the history of the union from its origins to the present, complete with recollections from the men and women who built the union, in their own words, and dozens of rare photos of the union in action. **\$5.00**

The Big Strike By Mike Quin: the classic partisan account of the 1934 strike. **\$6.50**

The Union Makes Us Strong: Radical Unionism on the San Francisco Waterfront By David Wellman: the important new study of longshoring in the ILWU. **\$20.00 (paperback)**

A Terrible Anger: The 1934 Waterfront and General Strike in San Francisco By David Selvin: perhaps the most comprehensive single narrative about the San Francisco events of 1934. **\$16.50**

The March Inland: Origins of the ILWU Warehouse Division 1934-1938 By Harvey Schwartz: new edition of the only comprehensive account of the union's organizing campaign in the northern California warehouse and distribution industry. **\$9.00**

NOTE: TWO IMPORTANT BOOKS ARE NO LONGER AVAILABLE TO THE ILWU LIBRARY AT A SIGNIFICANT DISCOUNT, BUT MAY BE PURCHASED FROM BOOKSTORES, INCLUDING THE ILWU LOCAL 5 WEBSITE (powellunion.com)

Workers on the Waterfront: Seamen, Longshoremen, and Unionism in the 1930s By Bruce Nelson: the most complete history of the origins, meaning, and impact of the 1934 strike.

Reds and Rackets: The Making of Radical and Conservative Unions on the Waterfront By Howard Kimeldorf: A provocative comparative analysis of the politics and ideology of the ILWU and the International Longshoremen's Association.

VIDEOS:

Eye of the Storm: Our Fight for Justice and a Better Contract. A 58-minute DVD feature documentary film produced and directed by Amie Williams. Eye of the Storm tells the story of the 2002 longshore lockout on the West Coast. DVD Version **\$5.**

We Are the ILWU A 30-minute color video introducing the principles and traditions of the ILWU. Features active and retired members talking about what the union meant in their lives and what it needs to survive and thrive, along with film clips, historical photos and an original musical score. DVD or VHS version **\$5.00**

Life on the Beam: A Memorial to Harry Bridges A 17-minute DVD of the original video production by California Working Group, Inc., memorializes Harry Bridges through still photographs, recorded interviews, and reminiscences. Originally produced for the 1990 memorial service in San Francisco. DVD **\$5.00**

NOTE: "A Life on the Beam" is now available in DVD format through the book sale at this greatly reduced price by special arrangement with the Working Group, and includes a bonus feature on the building of the Golden Gate Bridge.

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