



# DISPATCHER

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Family, friends, and co-workers paid their last respects to Brother Carlos Rivera, who was killed on April 4 at the California United Terminal at the Port of Long Beach.

# The deadly side of longshore work

Carlos Rivera's death on April 4, 2008 at the Port of Long Beach confirms that west coast longshore workers have some of the most dangerous jobs in America.

More than a dozen longshore workers have been killed on the docks in less than six years since the current contract became effective on July 1, 2002.

By comparing records of ILWU job fatalities with U.S. government records of "fatal occupational injuries" it is possible to compare death rates of west coast longshore workers with other occupations. The analysis reveals that west coast longshore work is extremely hazardous, with a higher fatality rate than firefighters or police officers. During the past six years, longshore workers have suffered a fatality rate of 17.3 deaths per 100,000 employees, compared to 16.6 deaths for firefighters and 14.9 deaths for police officers.

### Families suffer most

ILWU Local 10 member Robert

Padgett's family was devastated by his death on the docks. Padgett died in 2005 when the catwalk he was using collapsed at the Port of Richmond, California. He left behind his wife, Donna Little, their six-year-old

**"Workplace deaths are devastating for families and leave co-workers shaken-up for a long time,"**

**— ILWU Longshore Safety Committee Chair Tim Podue**

daughter Becka, and their grandson, Kaj. Padgett spent much of his free time building things with his daughter. On the day of his tragic accident, he was looking forward to Becka's first after-school carpentry class that afternoon.

"When someone leaves in the morning to work on the waterfront, they should be able to return to their family in the evening," Little said. "We were a very close family. Telling

our six-year-old daughter that she will never see her daddy again was the hardest thing I ever had to do."

Other fallen longshore workers who have been killed during the past six years include:

- Kimberley Kuchman-Miles of Local 23 in Tacoma was the first longshore woman to be killed on the docks. Kimberley was crushed by a container at the Evergreen terminal in Tacoma on August 13, 2005. She was survived by her 10-year-old son Joshua, her 14-year-old daughter Brittany, and her partner of eight years David Zahradnik.

- Richie Mraz of Local 13 in San Pedro died on May 1, 2004, after he was hit by a truck. Richie left behind his wife Adrianna, his 14-month-old daughter Addison, and two step sons; 14-year-old Joe and 13-year-old Roy.

- Joseph Aliseo of Local 19 in Seattle was run over by a top-loader at the port's APL terminal on April 19, 2007. Joseph was survived by his partner Kym, their six-year-old son Aydin, and stepsons Ryon and Hawken.

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Postmaster: Send address changes to The Dispatcher, 1188 Franklin St., San Francisco, CA 94109-6800.



# LETTERS TO THE DISPATCHER

*Dear Editor,*

I'm glad to see the *Dispatcher* is now covering local concerns in the "News & Notes" section, including the threat we're facing here in Seattle to our working waterfront from various land development schemes. Although I retired in January 2007, I remain active in the fight to protect our industrial waterfront – and the good jobs that are generated there. Many Seattle residents, including City Council members, now understand the problem more clearly after plans surfaced to convert Pier 46 into an entertainment center that would replace the working waterfront where COSCO and Hanjin now operate. I encourage all longshore members to keep an eye on your local waterfronts, because chances are good that land developers are looking at the same property with an eye toward quick profits and little concern for good-paying long-term jobs that working families in our community need.

**John Munson**  
Local 19, retired  
Seattle WA



**CORRECTION AND APOLOGY:**

*ILWU Longshore Negotiating Committee member and Local 51 Secretary-Treasurer Duane Johnson was misidentified in a photo that appeared in the March Dispatcher. Johnson represents Small Ports in the Puget Sound Region on the Committee. We regret the error.*

*Dear Editor,*

That was a wonderful two-page section that profiled ILWU women in the March issue of the *Dispatcher*. I sure can sympathize with the gals in the ILWU because many of them were ill-received and poorly treated by a large segment of the males when females first appeared as workers on the waterfront. Despite that, the women seem to be making progress. Perhaps the biggest positive surprise of all was seeing women members of Local 13 being promoted to membership in Local 94, that represents foremen and walking bosses at the ports of LA and Long Beach.

**Emery Nanasy**  
Lakewood, CA

*Dear Editor,*

The new design of the *Dispatcher* looks great! Congratulations on it.

**Jeff Carter, President**  
Local 17

*Dear Editor,*

I love the new *Dispatcher*. The look is updated and easy to read. It was time for a change. Good Job!

**Dawn DesBrisay**  
Vice President, Local 40  
Portland

Send your letters to the editor to: The *Dispatcher*, 1188 Franklin St., San Francisco, CA 94109-6800 or email to editor@ilwu.org

## ILWU joins solidarity meetings in Australia

Members of the ILWU Longshore Negotiating and Safety Committees travelled to Australia in early April to meet with 300 union delegates from around the world.

Dockers from around the world convened in Sydney to mark the 10-year victory by the Maritime Union of Australia (MUA) over a vicious union-busting effort by Patrick Stevedoring and conservative government allies led by former Prime Minister John Howard.

MUA President Paddy Crumlin delivered a stirring account of that struggle, accompanied by videos of the pitched battles that took place between strikers, scabs, and police. MUA workers eventually won their jobs back at Patrick, and Australia now has a more labor-friendly government, but Crumlin said the MUA is taking nothing for

granted and sees difficult struggles ahead.

The MUA devoted the better part of a day to present a detailed account of their political action effort that helped elect a more labor-friendly government in late 2007. The key, according to Crumlin, was involving record numbers of MUA members in a grassroots campaign effort.

Other dockworker union representatives at the conference described the conflicts underway at their home ports as global shipping interests and anti-union governments keep pushing an agenda of deregulation, privatization, and union-busting.

Several speakers noted that it was the government of Britain's Margaret Thatcher, followed by her successor, John Major, that marked a new era of attacks against unions – with dockworkers being a prime target. The Liverpool dockers felt the lash in 1995 – marking a series of attacks against dockers around the world.

ILWU International President Bob McEllrath reviewed the history of struggles that have happened in the ten years since the battles at Patrick, noting that the West Coast lockout in 2002 also involved collusion between longshore industry officials and their friends in the Bush White House that coordinated their attack on the ILWU. Similar struggles are now taking place throughout the European Community, Japan, and most major ports around the world.



*ILWU members joined hundreds of union members from around the world at Sydney, Australia in April, 2008*

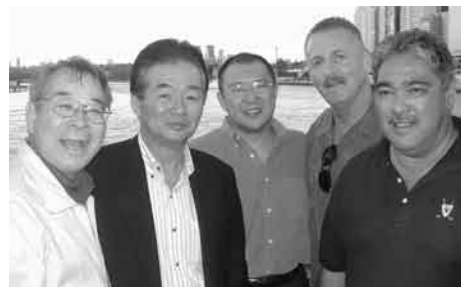
In all of these struggles, cooperation and international solidarity between unions is becoming an increasingly important factor.

"The ILWU has always recognized that international relations between unions are an important source of support. We're committed to strengthening those ties and continuing to make international solidarity a part of our strategy," said ILWU International President Bob McEllrath.

ILWU members were also able to attend another meeting in Australia: the 3rd International Pacific Rim Mining and Maritime Unions Seminar. This network, started in 2002 at the time of the

ILWU lockout, is co-sponsored by the ILWU, MUA, Australia's Construction, Forestry, Mining and Energy Union, along with Teamsters, Steelworkers, and other unions that seek stronger ties between workers and unions that mine raw materials and produce goods from them – with the unions that transport and distribute those goods and materials.

"It's important to understand these supply chains so we can develop new allies and exploit the weak links that can help us win organizing campaigns and better contracts," said ILWU Coast Committeeman Ray Ortiz, Jr.



*ILWU International President Bob McEllrath and Vice President Wesley Furtado met with Japanese maritime leaders in Sydney. From left: Shoji Yamashita, Japan's ITF Coordinator, President Yoji Fujisawa of the All Japan Seamen's Union, and Yasumi Morita, Manager of the International Affairs Bureau for the Seamen's Union.*

## DISPATCHER

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Busloads of ILWU members came to kick-off the "Hollywood to the Docks" march on April 15th.

## Marching for good jobs from Hollywood to the Docks

Thousands of Southern California union members – including hundreds from ILWU locals – attended a large rally at the Port of Los Angeles on the evening of April 17th to celebrate the successful conclusion of "Hollywood to the Docks," a three-day, 28-mile march for good jobs.

"When we began this incredible march," said Maria Elena Durazo, head of the LA County Labor Federation that organized the event, "not only did we go from Hollywood to the Docks, but the docks went to Hollywood with the ILWU Drill Team and busloads of longshore workers!"

Hundreds of ILWU members travelled by bus to kick-off the march on the streets of Hollywood on April 15th. The ILWU Local 10 Drill Team flew down from the San Francisco Bay Area to dazzle the crowd with their fancy moves and cool routines.

When it came time to begin marching, hundreds of longshore workers, dressed in white caps and white shirts, led marchers on the initial leg down Wilshire Boulevard, where they met up with hundreds of janitors from SEIU Local 1877 who were gathered in front of Hollywood's historic Wilmet Theatre.

The aim of the march was to mobilize union members, build solidarity, and focus media attention on the 350,000 Southland workers covered by contracts that expire in 2008, including 20,000 longshore workers at the ports of LA and Long Beach.

Some 200 union members volunteered to march the entire 28 miles from Hollywood to San Pedro, with the ILWU's walkers forming the largest union contingent. Hundreds of other ILWU supporters from Locals 13, 63, 94, 63-OCU, 26, 29, plus Pensioners and Auxiliary members supported the effort at different points during the event.

Among the ILWU walkers was Richard Flores of Local 13, who marched with his 16 year-old son Rich and 14-year-old daughter Amanda. Also marching were Tim Patrick and Andrea Miller, who once worked at the Rite Aid Warehouse in Lancaster where 600 workers recently voted to join the ILWU. Rite Aid worker Gabriel Ramirez took the day off from his job at the warehouse to participate in the final leg of the march. Several veteran ILWU members marched including Local 13 Chairman of Stewards Mike Freese and David Arian who carried his granddaughter on top of his shoulders during much of the march. Local 94 member Louis Hill proudly marched the entire distance and carried his local's banner the entire 28 miles, and declined all offers of relief.

Local 13 member Mike Dimon

summed-up the experience of many marchers, explaining how the experience transformed the way he thinks about the union and his co-workers.

"When I first heard about the idea, I wasn't very positive because I didn't think marches and hunger strikes could really accomplish much," he said. "But I gotta tell you, something almost spiritual happened to us during those three days because we came together for a cause, bonded with each other, and felt a kind of power that working people need to feel if we're gonna turn this country around so that working people have more say and a real voice."

Marchers continued their long walk, heading south toward the ports of LA and Long Beach. They reached the city of Torrance on the second day, where they went to a rally at the retail giant, Wal-Mart, and found ILWU members were on-hand to lend support.

"The second day was a long haul down Vermont Avenue, but having everyone come out for the Wal-Mart rally really lifted all of us up," said ILWU Local 13 member Sal Pardo, one of the union's 20 core walkers.

By noon on the third day, marchers were getting close to Wilmington and San Pedro. They stopped for lunch at a nearby park where they were welcomed to the Harbor Area by newly-elected Assemblyman Warren Furutani. Environmental and community groups were also on hand to rally support for cleaner air and help port truckers who want to join the union.

As marchers walked the final stretch down Gaffey Street, then across Channel to Pacific Avenue, they were welcomed with the blare of car horns from supportive residents. Marchers responded with their final chant, "Pedro Town is a Union Town!"

ILWU volunteers prepared a BBQ dinner for all marchers hosted by Local 13 and its Memorial Hall Association. Afterward, marchers gathered at the ILWU Worker Memorial to lay a wreath commemorating the death of longshoreman Carlos Rivera who had been killed at work on the docks in



Richard Flores of Local 13 marched with his 14-year-old daughter Amanda (center) and 16-year-old son Rich on right.



The ILWU Local 10 Drill Team inspired the crowd with their unique style and smooth moves.



Jonathan Neal of Local 13 brought his son Jonathan to see the rally and "Legacy of '34" exhibit.



Volunteers hosted a tent for members and families with the "Legacy of '34" exhibit plus cool drinks and temporary tattoos for kids. From L-R: Patricia Aguirre and Vivian Martinez of Local 63 with Kim Graham of Local 13 and her daughter Rajeen.

Long Beach 13 days before.

"This is a special place for us," said ILWU Southern California Pensioners Group President Al Perisho who spoke with marchers that gathered around the stone-and-bronze monument erected to honor longshore workers, marine clerks and foremen who have been killed on the job at the ports of Los Angeles and Long Beach since 1934.

"Almost 60 members have been killed here on these docks, and now,

*continued on page 4*

# City Council takes action to help Blue Diamond workers

**SACRAMENTO, CA**—The Sacramento City Council has acted again to support the right of Blue Diamond workers to organize and join ILWU warehouse Local 17. The Council voted by 7-to-1 in early April to create an ad hoc committee that will try to meet with the company, workers, and union to develop an election process that would be agreeable to all.

This marks the second time the Council has taken action for the Blue Diamond workers. At a packed and dramatic meeting on Dec. 5, 2006, the Council passed a resolution urging the company to sign a neutrality agreement with the ILWU.

Blue Diamond management ignored the previous request from the City Council, along with pleas from concerned church and community leaders in Sacramento where the company has been headquartered for nearly 100 years. City officials voted to give Blue Diamond \$21 million in public aid back in 1995 when the company announced plans to leave Sacramento.

"We're very happy with the Council's latest decision," Blue Diamond Organizing Committee member Carlos Saraiva said. "I hope now Blue Diamond will show some respect for the community leaders and the elected council members. I don't ask them to agree at first, but at least they need to talk."

Last fall, a group of Sacramento activists formed "Communities Organizing Support for Blue Diamond Workers" (COS-BDW). COS held a public forum in November 2007 with a panel of eight political, religious and community leaders. After workers detailed the way Blue Diamond had violated their rights, the panel recommended fair ground rules for a vote on union representation. Panelists suggested that the election should be held at a neutral place such as a school or church, supervised by a neutral election monitor, and that both sides should have equal access to voters and promise not to intimidate them.

The panel members sent a letter to Blue Diamond CEO Doug Youngdahl explaining the rules. Then they waited. And waited. Two months

later, Youngdahl wrote back to one of the panelists, State Sen. Darrell Steinberg, saying a meeting with COS "would not be an appropriate forum to discuss this matter."

A COS delegation went to the plant March 13 to request a meeting in person. Youngdahl "was not in the office" that day, so Human Resources official George Johnson came out and kept the group—many of whom were senior citizens—standing in the cold as he smirked and promised to "convey their concerns" to the company CEO.

Days later, some 500 members of M.E.Ch.A. (the nation's largest Chicano student activist group) rallied in front of the Blue Diamond Growers plant during the group's national conference. They took up chalk and paint to cover the pavement with drawings and messages of support for the Blue Diamond workers, and promised to take word of the almond workers' union fight back to their home chapters.

A few days following the student action, participants from Sacramento's César Chávez march stopped for a brief rally at Blue Diamond on March 29. The hundreds of participants yelled and chanted and sat down briefly in front of the gift shop that sells almond products.

Blue Diamond management has tried to prevent workers from learning about the growing community support for the union cause. They shut the plant on Good Friday for the first time in recent history to prevent workers from seeing the M.E.Ch.A. student activists. They scrubbed away messages of support that had been "chalked" on the street by the students before the Saturday shift began. And when the Sacramento Bee ran a report on the upcoming City Council vote, Blue Diamond officials removed all copies of the paper that are usually in the lunchroom.

Management didn't bother to send anyone to the April 1 City Council meeting, where Blue Diamond workers and community supporters laid out the case for fair ground rules.

"We are grateful to the City Council for their support," organizing committee member Ben Monarque said. "We want a free and fair elec-



Photo by Bob Gumpert

Participants in Sacramento's annual Cesar Chavez March sat down in front of the Blue Diamond Growers' gift shop to show solidarity with the Blue Diamond workers' fight to join ILWU warehouse Local 17. Members of the Chicano student group M.E.Ch.A., including the man standing in the foreground, provided security for the March.

tion with a level playing field, making sure that both sides play by the same rules."

California State University professor emeritus Emmanuel Gale noted that Blue Diamond may be telling the City Council to mind its own business now, but the company was happy to talk with the City Council when it got its \$21 million from taxpayers.

"We're appalled by the arrogance of Blue Diamond," said Chris Jones of ACORN, which organizes and advocates for low-income families around the country. "I was part of the panel that wrote the letter of concern to Blue Diamond and they wouldn't even answer us. ACORN is here to support the Blue Diamond workers because we're all part of our community that deserves more respect."

Sacramento Central Labor Council Executive Secretary-Treasurer Bill Camp underlined the importance of holding the election in a neutral place. When he worked for the Cali-

fornia state agency that ran union elections for farm workers in the 1970s and '80s, he insisted that ballot boxes be set up in the fields.

"Where you put the ballot box is key," Camp said. "Freedom of association has no meaning when workers feel they're under the power of the boss. This is about who we are as a community. We want a community where everyone participates."

When Sacramento City Council members held their own vote on the new Blue Diamond resolution in early April, the behavior by Blue Diamond management was apparently a factor. One Council member who had voted against the first resolution in 2006 decided to support the new effort.

"Having the kind of dialogue my colleague is suggesting can only be helpful," Council member Robert King Fong said. "We have a responsibility to the employer and the employees at Blue Diamond to try to help resolve this situation."

— Marcy Rein

## Marching for good jobs from Hollywood to the Docks

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unfortunately, we have to add another name because brother Carlos Rivera was just killed on April 4th while working at Long Beach. When people get hurt now, they usually lose their life. The machines are big. These cranes are huge. For the companies, it's all about productivity. But for the families — including the ILWU family — it comes down to tragedies like this that happen too often."

After paying their respects, marchers headed triumphantly toward the large crowd that was waiting for them at the docks to celebrate the end of the march with a solidarity rally.

ILWU volunteers, led by Mike Piazza, Kevin Schroeder, and Patricia Aguirre were waiting in force with a hospitality tent and cool drinks, balloons and temporary tattoos for kids, and the "Legacy of 1934" historical exhibit that were all big hits with

families that came to the rally. When the marchers finally arrived, attention focused on the rally stage where a rock band provided entertainment until the show began with a welcome from LA's top labor official.

"The Los Angeles Federation of Labor won't let any worker down when the call is made for help," said Durazo. "When the longshoremen call, we will be there for them."

The large crowd heard from many speakers, including ILWU International President Bob McEllrath who appeared on a giant "jumbo-tron" screen to deliver his solidarity message from Sydney, Australia, where he and other longshore negotiating team members had just been meeting with dockworkers from around the world to shore-up support from international unions.

International Vice President Joe Radisich took the stage and thanked

all the walkers for their hard work and asked rally participants to salute the successful organizing campaign by 600 workers at the Rite Aid warehouse in Lancaster. Tim Patrick and Andrea Miller, both former Rite Aid warehouse workers, stepped forward to receive a warm round of applause from the crowd on behalf of their co-workers.

Local 13 President Joe Cortez welcomed everyone "to the home of Local 13," thanked ILWU members for coming, and urged workers from shipping, trucking, railroads, and airlines to come together and "share our power as working people."

ILWU International Secretary-Treasurer William Adams told the crowd, "The fight for good jobs is critical for our communities, but it's not just a local issue — it's a global issue and unions from all over the world are part of the same struggle."

ILWU Coordinator of International Relations Ray Familathe who, with Adams and others, had just arrived after flying 14 hours from Australia, presented a special tee shirt to Maria Elena Durazo of the LA Labor Federation, signed by over a hundred union activists from all over the world who attended the global labor conference in Sydney.

"We're presenting this symbol of support from workers in China, Japan, and Great Britain; from longshore workers, truck drivers, steelworkers, and miners," said Familathe as he unfurled the signature-emblazoned shirt. "Workers from around the world have lent their support to our fight, so workers in LA will never walk alone."

To see a large collection of full-color images from "Hollywood to the Docks," go to: [www.contract2008.org](http://www.contract2008.org)

— Bill Orton

# The deadly side of longshore work

continued from page 1

## Better rules for safer docks

“Workplace deaths are devastating for families and leave co-workers shaken-up for a long time,” says ILWU Longshore Safety Committee Chair Tim Podue. “Many safety experts refuse to use the term ‘accident’ to describe workplace fatalities because most can be prevented with better rules and enforcement – but that requires management to agree that safety must be a higher priority.”

Podue says the ILWU Safety Committee is pressing employers right now to adopt better safety rules as part of the longshore contract negotiations. “We’re pushing as hard as we can at the negotiating table, but it always comes down to a struggle about time, money, and profits – versus our need for better rules that will save lives.”

## Pensioner perspective on safety

Every year, the ILWU Southern California Pensioners Group joins with Locals 13, 63 and 94 to honor more than 60 fallen longshore workers who have died on their docks since 1934 by hosting a memorial on May 15 in San Pedro’s John S. Gibson Memorial Park. So Cal Pensioner President Al Perisho, who spoke at last year’s ceremonies and plans to attend this year, feels that the ports are as dangerous now as in the old days when break-bulk was the norm before containers were used. Perisho says the pace of work and massive equipment can make the docks even deadlier.

“The nature of the job has changed. The cargo isn’t human-scaled anymore. With today’s heavy equipment and speeding trans-tainers, if you get hit on the job, you’re dead.”

– John Showalter

## MEMBERS SPEAK OUT

### How can we make safety a higher priority at work?



“The first thing is to be comfortable speaking-out about safety problems. After that, we have the responsibility to take action by looking out for each other and making sure we’re working safely. I work with electricity and know that many workers were killed in the past. Supervisors and executives in the office don’t get their hands in harms way. For them, safety problems are a liability. For us, it’s what we do everyday and sometimes a matter of life and death.”

– **Mark Blankenship**  
Electrician & Union Safety Rep  
Local 30, Boron, CA

“All of us need to pay attention. We should have the senior workers educate the new workers who are just coming in. Education is the most important word. Safety means that you need to look around, and be aware of what’s happening. Just because you think that you might be safe, it doesn’t mean that everyone else is. We should always be looking out for each other and making sure that everyone is safe.”

– **Bina Moctezuma**  
Local 29, San Diego, CA



Kim Kuchman-Miles, Local 23, the first female longshore worker to die on the docks, was crushed by a container on Aug. 13, 2005 at the Port of Tacoma.



Richie Mraz, Local 13, died at the Port of Los Angeles on May 1, 2004 after being hit by a truck.



Reginald Ross, Local 10, died on September 24, 2007 at the Port of Oakland after being struck by a container.



Joseph Aliseo, Local 23, died on April 19, 2007 at the Port of Seattle after being run over by a top-loader.

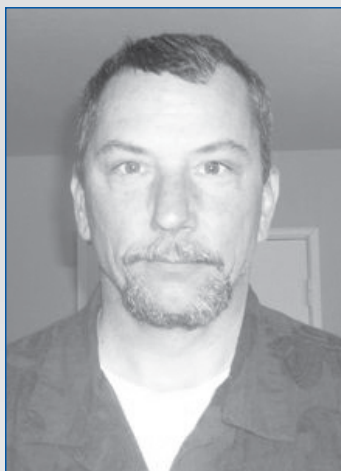
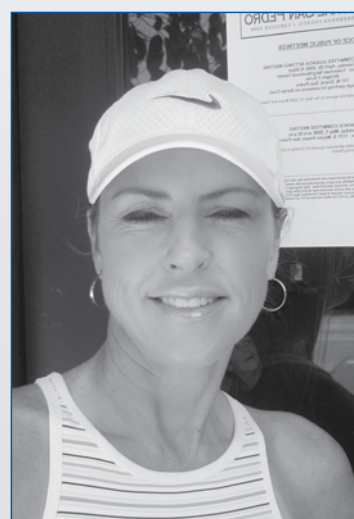


“Anybody who’s spent a lot of time on the waterfront knows that a lot of dangerous things happen. When I first started, I never understood why the old timers told me, ‘you can’t do this; you should do that,’ but I listened. It all makes sense now, of course; they knew what they were doing. But today there’s been such a surge of registration in our industry, there are more young people who don’t have time under their belt, who don’t know the dangers we know. We should do more mentoring to make sure they are aware of what can happen when you don’t follow procedures.”

– **Kurt Harriage**  
Local 19, Seattle, WA

“Safety is the most important issue down on the docks. I’ve seen a lot of people injured. I think people want to produce faster for the company. One of my girlfriends, her container tipped over with her UTR and she a lot of broken bones. She was hospitalized and off work for two years. I don’t believe in the ten-hour work shift people are talking about. I think that’d be too much time on the job. It would cause more fatigue and injuries.”

– **Leslie Clark**  
Local 63, San Pedro



“My job is forklift training. We have a lot of pedestrian traffic around us and truck drivers who don’t obey dock rules. I believe the employer needs to better enforce and require more comprehensive training for forklift operators. Forklift drivers need to learn how to drive defensively. We’ve had near-misses and forklifts falling off the dock onto the cement.”

– **Ron Sparling**  
Local 6, Certified Forklift trainer,  
Guittard Chocolates  
Fairfield, CA

## Oregon ILWU Endorsement for May 20th Primary

The Oregon Area District Council has announced endorsements for their May 20th primary. A complete list of Oregon AFL-CIO endorsed candidates can be found at [www.ILWU40.org](http://www.ILWU40.org) under the District Council tab.

**United States President Senator Barack Obama**

**United States Senate State Representative Jeff Merkley**

**Oregon Attorney General John Kroger**

**Secretary of State State Senator Vicki Walker**

**Oregon State Treasurer State Senator Ben Westlund**

# Solidarity action involves rank and file

A sailor's life at sea involves years of tedium punctuated by moments of extreme danger. Seafarers often lack union protection against dangerous working conditions, underpayment and unlawfully long watches. Sailing the same ship for nine months at a time and working in isolation on a vessel that might be larger than their home village, the non-union ship's crew usually has to take what they're given or risk losing their jobs.

The crew of the containership IGA knew they were being underpaid and some were ready for collective action. At Long Beach, the crew spoke with Local 13 longshore workers, who turned to Stefan Mueller-Dombois for help. He's the Southern California Inspector for the International Transport Workers' Federation (ITF), a global network of transportation unions that help workers, including crewmembers on ships that are often mistreated by investors who operate vessels under a "flag of

convenience" from countries with lax labor standards.

Stefan became the crew's main contact and advocate after he visited the IGA in Long Beach last August. "I showed the crew how much they could make under an ITF contract, and said that we'd try to get them a contract."

This struggle also involved newly trained members from the IBU and Local 142 in Hawaii who served as ITF volunteers. The volunteer program is overseen by Jeff Engels, ITF Coordina-



ILWU and IBU members volunteered to help crewmembers of the containership IGA win better pay and a union contract. On far left: Local 142 members Brad Scott and Sean Dacuycuy. IBU Regional Director Warren Ditch Jr. is third from the right.

tor for the U.S. West Coast, who trains ILWU members how to visit seafarers, pass out literature, and see if crew conditions are up to standard. Volunteer trainings have been conducted in Southern California, Columbia River area and Hawaii; trainings for Alaska

and the Puget Sound region are being planned.

The IGA crew kept in contact with Stefan for months, always asking the same question: "Do we have a contract yet?" Their ship - flying the flag

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## ILWU Canada Convention meets

ILWU Canada members, friends, family and affiliates gathered for the 30th Convention, 20th Biennial on April 1-4 in Surrey, British Columbia under the theme "Against All Odds."

A total of 80 delegates registered for the convention, including representatives from the Retail Wholesale Union of British Columbia, the Retail Wholesale Department Store Union of Saskatchewan, and the Grain Services Union of Saskatchewan, which are ILWU affiliates along with the 12 longshore, marine and warehouse locals in British Columbia.

ILWU International Secretary-Treasurer Willie Adams was an invited guest and speaker at the event. He emphasized the importance of unity and cooperation between union members in Canada and the U.S. and the importance of longshore contract negotiations in the U.S.

"Your theme, 'Against All Odds,' is a good one that sums up the experience of our entire union," Adams said. "Every bit of progress we've made has been a struggle, and many of those struggles seemed impossible at the time."

Adams talked about the difficult times in the 1930's when the ILWU was born.

"Those were hard times, but I remember that my grandmother used to say 'it's only when it's dark enough that you can see the stars.' We lived through dark times back then, and we're living in dark times now with the anti-labor governments in Canada and

the U.S. We've seen them try to crucify the working-class, but I think there's going to be a resurrection as people realize how much pain and greed have damaged both our nations."

Joining Adams was ILWU Director of International Affairs Ray Familathe out of Local 13 who is now coordinating international support for the U.S. longshore contract effort.

Mick Doleman, Assistant National Secretary of the Maritime Union of Australia, greeted delegates with a sober message and video presentation about their militant struggle against union busting that took place 10 years ago during the Patrick's dispute. Many in the room drew parallels with the anti-union governments now in power at the provincial and national level in Canada.

ILWU Canada's Longshore Caucus met a day before the convention to discuss developments in their industry and debate policy. The Caucus came on the heels of a challenging contract negotiation that lasted more than a year before a tentative settlement was reached on Jan. 25 and the agreement was ratified in March. The contract provides new benefits for casual workers along with wage and benefit increases for registered longshore workers. The new contract will require day shift workers to arrive at the hiring hall 15 minutes earlier, a move that generated some opposition. The Convention debated and passed several resolutions, which were unavailable in finished form as the *Dispatcher* goes to press, but should be available next month.



Solidarity at ILWU Canada Convention (L to R) ILWU Canada President Tom Dufresne, Coordinator of International Relations Ray Familathe, International Secretary-Treasurer Willie Adams, Maritime Union of Australia Assistant National Secretary Mick Doleman, and ILWU Canada Secretary-Treasurer Ken Bauder.

## NEWS & NOTES

Alaska Longshore will begin negotiations soon, but no dates have been set, according to President Cliff Davidson. "We're going to be together as a Division and work on statewide issues, and our negotiating team will meet within the next couple of months with the employer and hold down the far northern flank of the ILWU," he said. "...The oil debate continues, whether or not they'll drill in the Arctic," International Executive Board Member Pete Hendrickson said. "With the ice shrinking, the oil companies are salivating at the prospect of getting their drills in." He is participating in discussions with the Alaska Marine Pilots, the World Wildlife Fund, and the International Bering Sea Forum on the issue of safe piloting. Currently, ships' pilots are not required north of the Bering Strait. If the drilling goes through, the fishing, environmental and Native American communities are very worried about oil spills. No one has had to clean up an oil spill in the open sea amongst ice floes, but the risks are extreme, as the ice would make sweeping difficult.

ILWU Canada President Tom Dufresne told the International Executive Board that Conservative Prime Minister Steven Harper's

government had established the "Asia Pacific Gateway and Corridor Initiative" to study ways to streamline Canadian trade.

The commission travelled the world and came back with proposals like these: "We note that many ports around the world operate 24/7 and do so in the partial or total absence of inflexible, outdated and dysfunctional work rules. A country such as Australia, for instance, has been able to make radical changes in the role and nature of labour in their marine ports, with labour satisfied with the rebalancing of rights and obligations. The right kind of reform in Canada should similarly unlock port capacity and better utilize the existing investment across the system."

The "radical changes" sought by the former right-wing Australian government amounted to weakening or eliminating dockworker unions.

"The commission didn't bother consulting with us or other unions in Canada," Dufresne said. "So their recommendations came as no surprise. They also recommended breaking up the BCMEA [British Columbia Maritime Employers' Assn.—western Canada's PMA] in favor of 'enterprise bargaining.'" That would mean Canadian longshore would have to bargain separately with each terminal or port, pitting workers against each other. Dufresne says ILWU Canada will monitor and oppose efforts by their right-wing government to promote the anti-labour schemes promoted by the Commission.

Hawaii—Governor Linda Lingle vetoed a "card-check" union recognition bill that had passed the state legislature by a wide margin. The bill would have required employers to bargain with workers' representatives if a majority of workers signed cards authorizing union representation.

The law would require employers to bargain seriously and reach a fair agreement. If that didn't happen within 90 days, the outstanding issues would be decided by binding arbitration.

The bill is a state version of the Employee Free Choice Act in the U.S. Congress. If the legislature overrides the governor's veto, it would mean enterprises covered under state law doing less than \$500,000 a year in business could be unionized if the major-

*continued on page 8*

## TRANSITIONS

### RECENT RETIREES

**Local 13:** Michael G. Partida; **Local 19:** James L. Couture; **Local 34:** Gerald Cook; **Local 63:** Monica Viramontes.

### DECEASED

**Local 4:** Roy Somdalen, Robert Devilliers; **Local 8:** Vern Becker, Norman Walker, Walter Norden; **Local 10:** Steven Terrebonne (Renee), Manuel Cascarejo (Diana), Charles Dunn (Maggie), Charles Scardaci, Adgie Willis Jr., Robert Reed, John Evanikoff, James Martin; **Local 13:**

Carl Bell (Joan), William Perrin (Shirley), Robert R. Medina Jr. (Veronica), Vjekoslav Biserka (Rancic), Ernest Dozal; **Local 19:** Frederick Leonard (Shirley), Jerome Lui (Rose), Carl Hayes; **Local 21:** John Kinnunen (Theodora); **Local 23:** Richard Lord (Gyda Marie); **Local 26:** Sidney Phillips (Patricia); **Local 63:** Robert Vonnagel (Sandra); **Local 92:** Richard Benschoter (Eleanor); **Local 94:** Gaston Cristea (Nova Jean).

*(Survivors in parenthesis.)*

### DECEASED SURVIVORS:

**Local 7:** Ann Wallace; **Local 8:** Ruby Backlund; **Local 10:** Elizabeth Roberson, Mary Gianni; **Local 13:** Frances Lomeli, Suzy Davis, Mary Yarbrough, Margaret Herbert; **Local 14:** Joyce Ohlheiser; **Local 19:** Tomalene Neill, Virginia Peterson; **Local 24:** Lena Waltee; **Local 29:** Blanca Joseph; **Local 34:** Sonja Zmak, Della Arellano; **Local 47:** Lottie Moon; **Local 63:** Christina Boccanfuso; **Local 75:** Hazel Long; **Local 94:** Eva-Joy Gomez

## Local 13's Carlos Rivera dies in dockside tragedy

Longshore workers raised their cranes into the "boomed up" position April 14 in a silent tribute to deceased longshoreman Carlos Caballero Rivera, while nearby in Wilmington his friends and family gathered for his memorial service.

Carlos Rivera had been fatally injured around 11 a.m. April 4 after being hit by forklift carrying rolls of sheet metal at California United Terminal in Long Beach.

"I remember my brother Carlos and I came into the union together," Local 13 President Joe "Jo Jo" Cortez said at the service. "When Carlos and I came into this union, no one wanted to be a longshoreman. This is tough work. Carlos showed himself to be a person of great character. He was a devoted husband, father, and a family man."

Rivera was born in Caguas, Puerto Rico on November 8, 1934. He moved to Wilmington in 1953, and there met and married his wife Juana Zambrana. He worked in the lumber business for a while and started working with the ILWU in 1965, registering as an 'A' man a few years later. All his friends say he loved working on the waterfront.

Off the job, friends and family knew him as a compassionate man who devoted much time to family and friends.

"My son Danny is here today and he is a casual longshoreman," Los Angeles City Councilwoman Janice Hahn said at the service. "Danny told me that he recently spent a day working

with Carlos. They were swingmen together at TraPac and he told me that the first thing he noticed were Carlos' hands. He just knew that those were hands that spent a lifetime working. Carlos said that the reason he worked for his whole life was he wanted to take care of his family."

Carlos always advised his fellow workers to "save, save, save" their money, to be prepared for hard times. For that advice they sometimes called him "tycoon."

He is survived by his wife Mrs. Juana M. Rivera, children Daniel, Carlos Jr., Roy, Virginia, and grandkids and great-grandkids.

Carlos Rivera, who had more than 40 years experience on the docks, becomes the second longshoreman killed in Long Beach-Los Angeles since January 2005.

— Tom Price



Carlos Rivera

### Solidarity action involves rank and file

continued from page 6

of Panama and chartered by the Japanese company Nippon Yusen Kaisha, or "NYK Line" - continued its Western Pacific run. But, on April 4, the day the IGA was to leave Long Beach, the crew was finally so fed up that they refused to sail without better pay and an ITF contract.

"I got power of attorney from the crew, then called the owner and told him his vessel might be delayed if they didn't agree to terms and conditions of an ITF contract," Stefan said.

Stefan called the 24-hour Coast Guard hot line at noon to explain that there weren't enough crew to safely sail the ship, which was due to cast-off at 4 p.m. Coast Guard investigators arrived under the command of a chief warrant officer and interviewed each sailor individually. It usually takes a minimum of 14 crew members to operate the ship safely, but there weren't that many willing hands.

After the ship was detained, the owner's agent was willing to bargain with Stefan. With help from the ITF Coordinator in Japan, the ship owners finally agreed to sign an ITF contract with the Japanese Seamen's Union and pay union wages for the crew going back to Aug. 1, 2007. By four a.m. on April 5 the agreement was finalized. The crew would work under an ITF Contract, the pay would be corrected from August 2007, and they would all receive "Letters of Indemnity." The Letter of Indemnity is important because it protects sailors from being dragged into an unfair legal fight when they returned home.

However, the crew didn't want to sail without first receiving their back-pay in cash because they were worried the company might stiff them. When the company agreed to make the payments at the next US port (Honolulu) and fly Stefan there to oversee the \$38,423 payout, the contract was settled and the ship left Long Beach.

When the IGA arrived at Pier 1 in Honolulu on April 11, Stefan was there with the ILWU and IBU volunteers to greet the crew. "They were elated to see us and had their fists pumping in the air," he said.

The captain, three ITF Volunteers and Stefan sat in the officers' mess where each crewmember received their cash. Some sailors who had been misclassified as "deck boys" and "cabin boys" got several thousand dollars in back pay; one even received \$5,680. Many crew members whose contracts were almost up then went shopping to buy gifts for their families.

Stefan thanked Warren Ditch Jr., IBU Regional Director in Hawaii, for tracking the IGA, providing updates, and sending out e-mails to other volunteers.

"We'd like to use this experience to help crew members on other ships get better pay and conditions," Jeff Engels said.

"Local 142 members Sean Dacucuy and Brad Scott, along with Warren Ditch Jr., are looking forward to their next opportunity to build international solidarity one ship at a time."

— Tom Price

For more information about the ITF, see their website at [www.itfglobal.org](http://www.itfglobal.org)

### South African dockers score human rights victory

South African dockworkers scored an impressive human-rights victory last month by refusing to unload a shipment of arms purchased by the government of Zimbabwe that were likely to be used against civilians. The South African Transport and Allied Workers' Union refused to unload the China-flagged *An Yue Jiang*, owned by the China Ocean Shipping Company (COSCO). The move was backed by the Congress of South African Trade Unions. Chinese officials said they would recall the ship when it became clear that workers and governments in nearby Namibia and Zambia would also block the arms shipment. The ILWU has worked closely with unions in South Africa, including dockworkers that recently met with the ILWU and other unions in Australia.

### Labor leader jailed in Iran for May Day action is now free

Last month, the *Dispatcher* reported that Iranian labor leader Mahmoud Salehi had been sentenced to four years in jail for trying to organize a May Day rally in 2003. He was due to be released when officials suddenly extended his detention. Protests by bus drivers and other unions in Iran – along with help from Amnesty International and the International Transport Workers Federation – helped win his release on April 6th.

### Polish Dockers win strike

A strike by Polish dockworkers was settled in early April with management at the Baltic Container Terminal in Gdynia. Five hundred strikers took part in the dispute that centered around better pay. The union chair thanked the International Transport Workers Federation and other unions for their support and help in reaching an agreement.

### Solidarity helps Indian crew

The *Lady Belinda* was 37 years-old and so dangerous that authorities in Singapore detained the North Korean-registered ship for being unseaworthy. The crew was in worse shape - they hadn't been paid since December 2007 and were owed \$102,000 in back wages. The Singapore Maritime Officers Union pledged to help the 22 crewmembers from India who were stranded. The Officers Union and ITF helped the crew finally get their pay in early April.

### Japanese port workers threaten strike

Port workers in Japan organized a job action on April 6th and are considering a major strike if employers continue demanding salary cuts. Japan's docks were de-regulated in 2006, giving companies more leverage over workers. The National Council of Dockworkers Unions of Japan and the Japanese Confederation of Port and Transport Workers represent a combined workforce of 25,000. Both groups are concerned about health and safety issues, including dozens of asbestosis cases that have emerged among their membership, with many more cases expected in the future. Companies and the government have so far refused to provide a fund to help these workers.

### Indonesian Port Workers may strike

The island nation of Indonesia has 112 ports run by the national government that employs 10,000 port workers. Big business wants private companies to take over the ports – and weaken the union that represents port workers. The stage is set for a strike, depending on what happens with legislation in Parliament. Workers say they'll strike if legislation to privatize the ports moves forward.

### French dockers are striking

Dockworkers are organizing a series of rolling strikes to protest efforts by the conservative government to privatize French ports. Tug boat crews are now supporting the effort with a 72-hour solidarity strike. Efforts by workers to refuse overtime is adding pressure, along with refusals to work some nights and "working to rule." The government has set an Oct. 31 deadline for the ports to present plans to transfer their cargo terminals to private firms.

### Democrats say "not now" to free trade

House Speaker Nancy Pelosi took action in April that will delay a vote on the Colombia Free Trade Agreement until after the November elections. Her announcement falls far short of killing the agreement; instead she's opting for a delay. Unions and human rights groups don't want Colombia's conservative government rewarded for ties with right-wing paramilitary organizations—some paid by U.S.-based multinational corporations—that have been murdering union activists for at least a decade. Some 2,584 unionists have been assassinated in Colombia during the last 15 years.

## NEWS & NOTES

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ity of workers signed authorization cards.

ILWU Secretary-Treasurer Guy Fujimura told the Senate Judiciary and Labor Committee that under current law, employers often coerce and fire union supporters while delaying representation elections. In the case of the Pacific Beach Hotel in Waikiki, he said, the union won a representation election three years ago but the hotel has been sold twice and the current owners won't recognize the union.

"This bill will help to level the playing field for workers seeking to be unionized," Local 142 President Fred Galdones said. "Too often, employers delay negotiation of a first contract while trying to find a means to nullify union certification."

**Local 98** will host its annual dinner honoring retired and retiring foremen on Thursday, May 8 at the Doubletree Hotel at Sea-Tac airport. All active and retired ILWU members and spouses or guests are invited to attend. Please call Local 98 at (800) 824-7945.

**Local 28's Angie Dahlgren**, a security officer out of Portland, has had a heart condition for 17 years. She went into the hospital last July for surgery related to her pregnancy, and doctors delivered her baby prematurely in December. Baby Keeley needed neonatal intensive care, but is now home safe with her father. Angie has not been so lucky. She picked up an infection in her heart valves that required open-heart surgery. Angie has been off work and in the hospital for much of the last year. She's run out of COBRA extended health insurance, so now she and her husband have to shoulder all the health care costs. Local 28 is raising funds to help the family. Call the Portland Local 8 Credit Union at (503) 223-9306 to help.... Local 28 security officers at the Port of Portland are voting on a contract as we go to press. The yearlong negotiation process almost led to a strike. A gunshot wound suffered on the job by a security officer on March 11 complicated the process. The employer added some non-union private security to the port, but have taken no other safety measures, according to President David Vale... Local 28 also represents guards in

Tacoma who are organizing to join the ILWU.

**Local 23** workers at the Port of Tacoma should see more work opportunities out of an expanded sister city relationship between Tacoma and the Chinese port city of Fuzhou. The two sister cities launched the Fuzhou Pilot Project April 18 to aid each other by increasing exports from Tacoma and attracting foreign investment in the Tacoma-Pierce County area. Fuzhou, with a population of 6 million, is the gateway port from China to Tacoma, and China is Tacoma's largest trading partner. The project will include export and import matchmaking services, market intelligence, and foreign direct investment. The fall of the dollar on the international market has increased U.S. exports. "A year an a half ago we were exporting empty containers, now we can't find empties because American products are being scooped up by the rest of the world," Local 23 President Conrad Spell said.

### Portland shipping boom continues

Portland container shipping grew at a 36.5 percent rate from March 2007 to March 2007. Total container traffic for March was 22,443 TEUs. Unlike most U.S. ports, Portland handles more export than import containers.

Portland also showed an 8.9 percent increase in grain exports in the first quarter 1.3 million tons. Bulk mineral trade increased by 8.5 percent to 1.5 million tons. Auto shipping increased 8.2 percent to 117,727 units. Break-bulk shipping showed the only downside, with a 27.8 percent decline to 228,024 tons.



**Local 6 workers at Alameda Labor Council dinner.** From left to right: Regina Beale, Clerical worker; Donal Mahon, BA (in back); Darin Woodard, President; Heather Chu, Trustee and landfill worker; Aide Infante clerical worker; Fred Pecker; Secretary-Treasurer (in back).

**Local 6** Hundreds of Waste Management workers stood up for locked-out Teamster drivers last July, so the Alameda Labor Council honored their solidarity at a dinner on April 3. Local 6 members responded to the cheers of the assembly by standing up and marching to the podium with the same picket signs they had carried during the Teamster lockout. Nearly 300 ILWU members gave up their paychecks for a month. The Teamsters reached a settlement, but Local 6 is still being sued by Waste Management for showing solidarity and honoring the Teamster picket lines.



**Local 17 swears in 30 new members.** The local organized the clerical workers last year during a "bargaining to organize" drive at the C&S Sacramento Logistics facility. The drive occurred while Local 17 and the Teamsters were jointly negotiating with C&S. Workers signed union representation cards; the employer agreed to card-check recognition at the last minute.

The ILWU Local 10 Pensioners Club has chartered a bus for an outing to the Black Oak Casino in Sonoma on June 14. The bus will pick up passengers at the Local 10 hall at 400 North Point in San Francisco at 7 a.m. The bus will make a second pickup at the mall on 73rd Ave. and Bancroft in Oakland, at 7:45 -8 a.m. The cost is \$25. Contacts: Bertha Miller (510) 632-1830 or George Cobbs (415) 474-0300.

**Local 34** launched a new website to keep members up-to-date on negotiations and union news. It is located at <http://ilwumarine-clerks34.googlepages.com>.

Keeping up on political action, Local 34 Vice-President Randy Reinhardt and rank-and-filers Wendy Hadden and Keith Shanklin attended a rally April 12 in support of Congresswoman Barbara Lee along with other Bay Area trade unionists as part of a "Labor for Lee" delegation.

**Local 54** President Mark Cuevas is reporting back to members about his trip to Australia where he attended the Mining and Maritime Conference. "Even though we think things are happening only locally on the docks, they're actually tied and interconnected to dock work everywhere," he said. "The Mining and Maritime Conference strengthens our ties with other sectors and other industries. It was a good exercise for us to go through because you really come home with a sense of the larger picture."

**Local 63** Marine Clerks announced that 3,000 lawn signs were picked up and put on lawns within a week. "The harbor area is covered with signs saying 'give us a fair contract,'" Secretary/BA Peter Peyton said.

**Local 13's Al Perisho**, President of the Southern California Pensioners Group, suffered a series of heart attacks in late April. Perisho says he survived because he didn't ignore the symptoms and got medical help fast. He's now recovering at home after surgeons inserted a stent to open a blocked artery. "I took the same advice that I've been urging other pensioners to follow, and it probably saved my life."

The Los Angeles Harbor Commission approved the expansion of the TraPac terminal April 3. Environmental concerns had delayed the project for more than five years, and the deal approved April 3 will allocate millions of dollars to reduce port pollution. "We're talking about the possibility of \$50 million over the next five years going back into the community to compensate for the impact of port operations," LA Councilwoman Janice Hahn said. The project could double TraPac's capacity up to 2.4 million TEUs per year and will add on-dock rail service.

**Local 30** announced the retirement of Ray Panter, John Vermillion, Jacob Harper, Fran Ellwood, Paul Clark, Mildred Savage, David Kouba and David Ku who provided many years of service to their union while working at the nation's largest borax mine in Boron, Calif.

— reported by Tom Price

## ILWU BOOK & VIDEO

Books and videos about the ILWU are available from the union's library at discounted prices!

### BOOKS

**Along the Shore/Por la Costa—ILWU Coloring Book.** A bi-lingual English/Spanish coloring book about waterfront workers and their union. Originally developed by the California Federation of Teachers' Labor in the Schools Committee in consultation with member Patricia Aguirre and the ILWU Local 13 Education Committee. Meets K-3 classroom standards for History and Social Studies. **Two (2) for \$5.00**

**The Legacy of 1934:** An historical exhibit by the ILWU. Produced as a catalogue to accompany the new traveling historical art exhibit about the origins of the ILWU in the 1934 maritime strike, this brief but vivid publication stands on its own as a pictorial history of the coastwise strike and an account of the extraordinary sacrifices and democratic principles of the founding members of the union. **Two (2) for \$5.00**

**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.** This book 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. **\$9.00**

**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. A new edition of the only comprehensive account of the union's organizing campaign in the northern California warehouse and distribution industry. **\$9.00**

### VIDEOS

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](http://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.

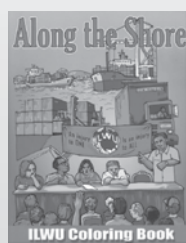
### VIDEOS:

**"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 \$5.00

**"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.)



## ILWU BOOK & VIDEO ORDER FORM

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