



THE DISPATCHER

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Global solidarity page 6



Photo by Robin Doyno

A helping hand: Approximately 15,000 people were fed this Thanksgiving thanks to the generosity of Southern California ILWU members.

SoCal ILWU members donate 15,000 Thanksgiving meals

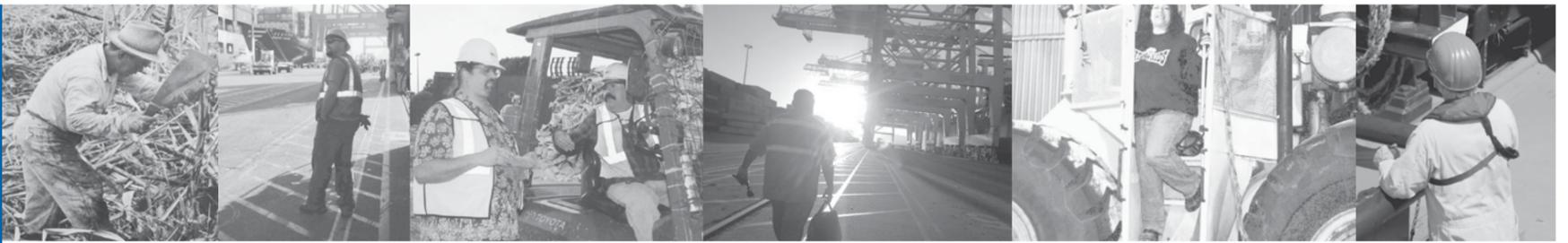
On November 25th Southern California ILWU members and their families distributed 1,500 Thanksgiving baskets to families in need. With each basket filled enough food to feed 10 people, an estimated 15,000 people this year were fed as a result of the ILWU's Feed the Community Day. The generosity of members from every ILWU local in Southern California, along with the Southern California Pensioners, Auxiliary 8, and the ILWU Federal Credit Union made the event possible. They donated their time and money to give something back to the community.

"There are a lot of families out there struggling to make ends meet," said Local 13 President Bobby Olvera, Jr. "Many of the jobs that were lost during the Great Recession have been replaced by low paying jobs with fewer benefits. The ILWU is an active part of this community and we are committed to helping to make sure that those who have fallen on hard times can still enjoy Thanksgiving with their families."

See pages 4 and 5 for a collection of photos from this event.



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



November election results: mixed for working families

Low voter turnout in the November 4 election allowed anti-union politicians to gain control of the U.S. Senate, and defeat many union-friendly candidates across the country. Along the West Coast, ILWU members lost some friends – but also scored some gains that could bear fruit for union members in the coming years.

The tally of ILWU-friendly Senators in the West declined by one with the defeat of Alaska Senator Mark Begich, who supported efforts by Alaska Marine Highway ferry workers – members of the Inland Boatmen's Union (IBU) – to secure a fair contract. Portland Local 8 member Jeff Smith and IBU Puget Sound Region member John Ross both volunteered on the Begich campaign for nearly a month and received important help from Alaska Longshore worker John Bush and IBU Alaska ferry worker Casey Calhoun. The team spent their time contacting ILWU members and pensioners in Juneau and Anchorage.

Oregon Senator Jeff Merkley – a friend of the ILWU and strong ally of working families – held onto his seat by a healthy margin, according to Matt Findley, President of the Oregon Area District Council. Support was provided for six state house candidates who were friendly to the ILWU, with only one candidate, Chuck Lee, losing his race.

There were no dramatic changes in Washington State's election results, according to Dan McKisson, President of the Puget Sound District Council.

In California, several union-friendly members of Congress held onto their seats, despite massive campaign spending by anti-union corporate interests. Survivors included Ami Bera from Elk Grove, Mike Honda from San Jose, and Julia Brownley from Oxnard.

Southern California members received a slate card with ILWU-endorsed candidates, thanks to a joint effort coordinated by Southern California District Council President Cathy Familathe, Political Action Committees of Locals 13, 63 and 94, and SCDC delegates. Most candidates on the ILWU slate were successful, including former State Senator and ILWU friend Ted Leiu who was elected to Congress, along with Pete Aguilar from the Inland Empire. Former Long Beach City Councilmember Patrick O'Donnell and Carson City Councilmember Mike Gibson – both ILWU allies – were elected to the State Assembly. Unfortunately, ILWU friend Al Muratsuchi lost his Assembly seat in a narrow race.

In Northern California, results were generally positive with San Franciscans voting to raise their minimum wage to \$15 by 2018. Oakland voters chose pro-union City Council member Abel Guillen and raised their minimum wage to \$12.25. San Leandro voters elected Mayor Pauline Cutter who supports improving conditions for low-wage recycling workers. Voters in the City of



(L-R) Local 8 member Jeff Smith with US Senator Mark Begich and IBU member John Ross

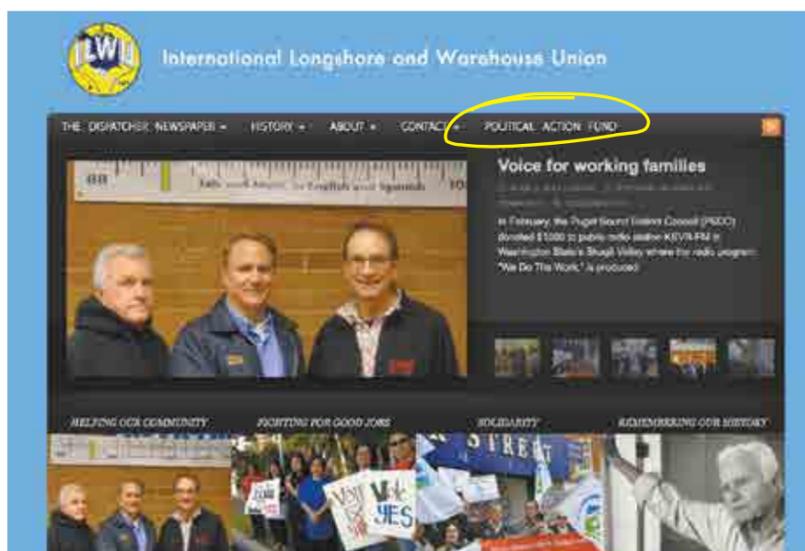


Grassroots support: East Bay recycling workers who recently voted to join ILWU Local 6 have been fighting for dignity, respect and better working conditions. They volunteered this fall to help San Leandro Mayoral candidate Pauline Cutter, who has supported their fight for justice.

Richmond chose a slate of pro-union candidates despite a \$3 million smear-campaign by the Chevron Corporation, who failed to buy the election with their own slate of candidates. Local 10's Richard Mead helped mobilize many volunteers who also came from Local 6.

International Vice President Wesley Furtado reported that ILWU-endorsed candidates were elected in Hawaii, including U.S. Senator Brian Schatz, U.S. House members Mark Takai and Tulsi Gabbard and a host of State Senators and Representatives.

Political Action Fund raised \$288,000 from Jan. to Sept. of 2014



The purpose of the ILWU Political Action Fund is to make expenditures in Federal Elections to protect and advance the interests of ILWU members and the entire ILWU community.

Your contribution is voluntary and is separate from your union dues and is not a condition of membership. No favor or disadvantage will result from contributing or refusing to do so, and you are free to contribute more or less than the suggested amounts. Your contribution is not tax deductible.

Federal law prohibits the ILWU Political Action Fund from receiving contributions from individuals other than members of the ILWU, executive and administrative personnel of the ILWU, individuals with a relatively enduring and independently significant financial or organizational attachment to the ILWU, and their families. All donations will be screened and those from persons outside the restricted class will be returned.

In April the ILWU Political Action Fund (PAF) launched a new section on the ILWU.org website where members can securely donate to the PAF using a credit card. One-time and recurring monthly or quarterly donation options are available. To access the site go to www.ilwu.org and click the Political Action Fund button on the right-hand side of the navigation bar. When prompted, enter the password 1934k to access the site's Political Action Center, then click the Donate button to reach the donation form.



From January through September of this year, we have raised \$288,018 for the ILWU Political Action Fund. Help us reach our goal of \$1 million by making a one-time or recurring donation. Help us hold politicians accountable and make sure workers have a voice in Washington.

DISPATCHER

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Port congestion problem: experts see no quick solution

As this issue of *The Dispatcher* was going to press in late November, longshore contract talks continued to be productive through the Thanksgiving holiday and were scheduled to immediately resume an intensive schedule in December. One issue impacting the talks is port congestion.

Peddling fear

Despite the fact that progress is being made on key issues at the negotiating table, a coalition of anti-union employer groups including the National Retail Federation, Chamber of Commerce and National Association of Manufacturers, have done their best to create a climate of fear by describing the negotiations as “toxic” and falsely claiming that “a shutdown of the ports is imminent.” Ironically, some of these same big retailers joined forces with employers in 2002 to shut the ports and lockout workers for 10 days – a fact conveniently omitted from their press releases.

False claims

Business groups are also blaming port congestion entirely on alleged worker slowdowns. And while some naive reporters have swallowed this misleading explanation, many long-time journalists and industry officials acknowledge that the congestion crisis has been brewing for years and stems from big industry changes involving new business models aimed at increasing efficiency and profits.

Chassis pool changes

Until recently, the big carriers maintained pools of their own chassis on the docks so they could easily be

connected to containers, then hauled by port truckers to warehouses and distribution centers. Now the employers have changed their business model by assigning that chassis work to firms beyond the docks who are unable to deliver a safely maintained chassis to the right place at the right time – creating a major factor in the congestion crisis at many ports. But there are other problems as well, including unplanned increases in container volumes that are overwhelming many ports.

No speedy solution

“There will be no speedy solution to the congestion that is creating bottlenecks at ports around the world as terminals battle to cope with growing trade and surges in container volume,” declared Greg Knowler, Senior Asia Editor for the *Journal of Commerce*, the shipping industry’s “newspaper of record.” Knowler quoted a senior official at the Mitsui-Osaka Line (MOL) who cited larger ships and complicated new alliance structures as key factors in the congestion crisis. MOL is a member of the “G-6” alliance, one of several new efforts to combine formerly independent carriers into mini-cartels.

More complexity

The *Journal of Commerce* noted that congestion increased this year because Asian exports have grown as the U.S. recession eased, sending greater volumes of containers on larger new ships that create surges when they’re unloaded. Also noted was the impact of new carrier alliances that seek to coordinate and consolidate cargo between different vessels.

“If you have six lines with six different services each connecting with other trades it just increases the complexity,” the MOL official told the



Mega ships keep growing: The latest monster-ship can handle 19,000 twenty-foot containers – nearly double the capacity of the world’s largest vessels just four years ago. Larger vessels are one factor behind the port congestion crisis that is making work more difficult and dangerous for dockworkers around the world – including west coast ports

Journal of Commerce, which concluded: “The big ship-alliance issue is creating havoc at ports across the world.”

Study points to volume

A separate *Journal of Commerce* report issued just before Thanksgiving, disclosed results from a detailed study of delays at the nation’s largest port complex in Los Angeles/Long Beach. “There have been no significant new congestion generators in six months,” according to Val Noronha, president of Digital Geographic Research Corporation, whose firm conducted the study. “The research showed record delays are attributable to near-record volume.”

Saturation capacity

Senior Editor Bill Mongelluzzo concluded, “The troubling message to take away from Noronha’s research for the largest U.S. port complex, and for other large container gateways, is that growing container volumes carried by

bigger ships that discharge their loads in a narrow window of time are forcing ports to their saturation capacity.”

More mega-ships coming

While Los Angeles and Long Beach are still reeling from new vessels carrying up to 14,000 TEU’s (twenty-foot equivalent container units), carriers are already launching their next generation of mega-ships, including a 19,000 TEU monster just built by Hyundai for China Shipping Container Lines (CSCL). The “Globe” is now the world’s largest, at over 400 yards long and 60 yards wide – but it’s just the first of five similar vessels that will initially serve Europe-Asia routes. The new super-ship carries 1,000 more containers than the previous record held by Maersk’s “Triple E” class. Just four years ago, Hyundai built the world’s first 10,000 TEU vessels, but has since built 82 larger ships – including the latest that are nearly double in size.

ITF condemns violent attack on Costa Rican dock workers

With the help of international pressure brought by the International Transport Worker’s Union (ITF), Costa Rica’s SINTRAJAP dockers’ union won a commitment from the government to re-examine its plans in the ports of Limon and Moin and a promise to cease police violence against striking workers. SINTRAJAP has agreed to put its 15-day strike on hold.

The dockworker’s went on strike on October 22nd at Puerto Limon’s Moin and Limon terminals, to protest a \$1 billion, 33-year, port expansion concession granted to APM Terminals. The union says the agreement will create an illegal monopoly in Limon, granting APM the exclusive right to handle containers and will threaten the future of the state-owned JAPDEVA port company.

On October 23rd, police violently assaulted striking dockers and arrested

68 men and women. The attack was condemned by the ITF and its affiliates around the world. They expressed their opposition by meeting with Costa Rican ambassadors in several countries and sending letters.

“This affair is a long way from over, but there’s been a first victory for legality and reason today, said ITF president and chair of its dockers’ section, Paddy Crumlin. “The government will have to return to the negotiating table rather than ignoring the nationwide objections to their plans for Puerto Limon. The negotiation process that now starts must be taken seriously by the government, and a proper, fair and positive agreement reached so as to end this conflict and ensure the viability of JAPDEVA. There are also guarantees of no reprisals against the dockers who have been defending this national resource. We hope that peace comes to the province on Limon and we recognize that the people of Costa Rica have shown themselves willing to defend their port and their future.”



The Costa Rican police stormed Puerto Limon’s Moin and Limon terminals last Thursday 23rd October, and violently attacked striking workers there. Sixty eight peaceful strikers, members of the ITF’s affiliate SINTRAJAP, were arrested and detained.



“Don’t take away my mom’s job!”: Costa Rican dock workers and their allies protested for weeks in October and November to save their jobs at the public port.

17th Annual Feed the Community Day



Congresswoman Janice Hahn examines an Thanksgiving bag.



Photo by Michelle Meese



Photo by Michelle Meese

Giving thanks: Appreciative families were able to enjoy a hearty Thanksgiving meal thanks to the ILWU Feed the Community Day event.

The Community Day



Photo by Robin Doyno

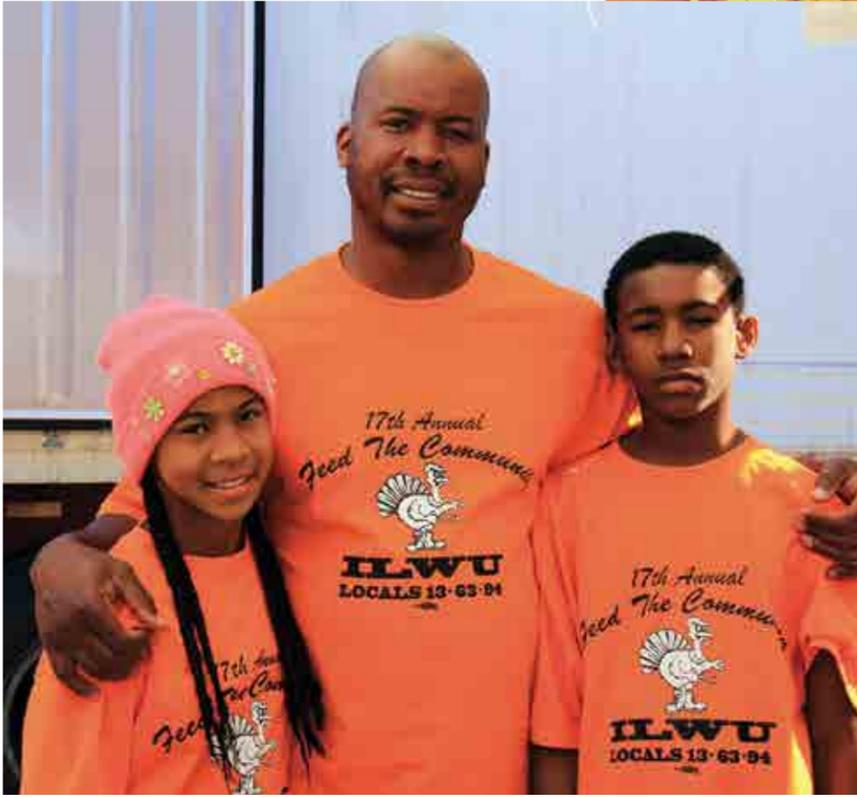


Photo by Michelle Meese



Photo by Michelle Meese



Photo by Robin Doyno



Photo by Robin Doyno

ILWU volunteers helped to fill holiday baskets with fresh produce for Thanksgiving meals.



Photo by Michelle Meese



Photo by Michelle Meese

Mike Ponce with his daughter Alexa Ponce. Alexa has been volunteering at the Feed the Community Day event for 14 years. She started at the age of one.

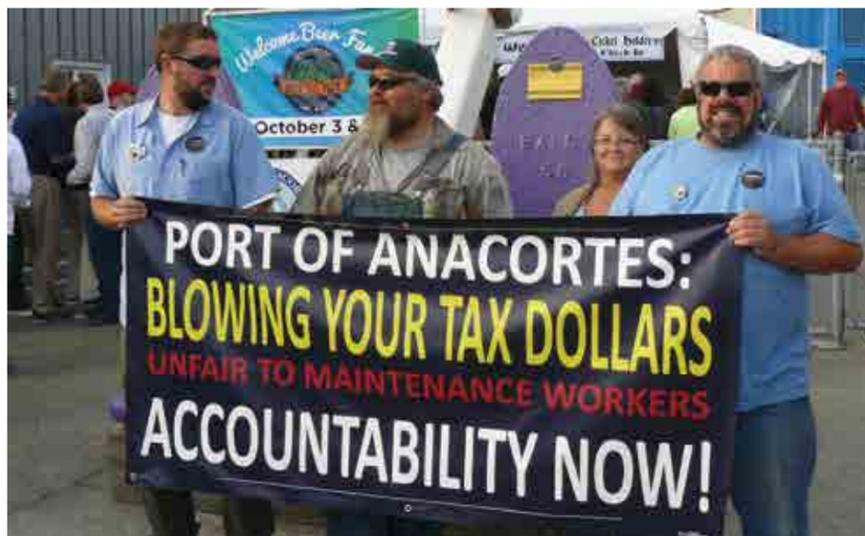
Global solidarity for ILWU contract fight

Dozens of dockworker unions from around the globe met late November in London where they received an update on ILWU longshore contract talks and expressed their full support for the union's effort to reach a fair agreement with the Pacific Maritime Association (PMA).

Paddy Crumlin, ITF President Dockers' Section Chair, called the negotiations "massively significant" and joined other leaders to criticize efforts to blame dockworkers for longstanding congestion problems caused by the industry's bad decisions and mismanagement. "We all sup-

port a negotiated and fair resolution to these contract talks and call on the PMA to prove they are committed to that same aim." Crumlin and other leaders pledged their "active solidarity support to ILWU members by any and all legal means available from the family of dockworker unions around the world, in order to bring the negotiations to a successful conclusion."

ILWU International Vice President (Mainland) Ray Familathe who attended the meeting and serves as First Vice-Chair of the ITF Dockers Section, said: "The support we have from dockers around the world is impressive and important. They've got our back and won't hesitate to help us in any way."



(L-R) Local 25 maintenance worker Mike Wray, Local 25 longshore member Jason Chandler, Kristi Bost (married to Dave), Local 25 maintenance worker Dave Bost hold banner at busy Bier on the Pier festival in October

Port of Anacortes Executive Director Bob Hyde resigns

On November 6th, Port of Anacortes Executive Director Bob Hyde was forced to resign his position during a meeting with Port commissioners. The move comes amidst a spirited campaign for a fair contract by ILWU Local 25 maintenance workers, who voted to join the ILWU last November after facing years of mismanagement and abusive treatment from Port supervisors.

The commissioners have given no reason for Hyde's resignation. However, in September, the Washington State Public Employment Relations Commission (PERC) ruled that Port management acted improperly and violated the law by threatening and intimidating union members. For the last six months, workers and community supporters have demanded accountability and a fair contract through packing Commission meetings, e-mailing Commissioners, leafleting Port events, holding public banners, writing letters to newspapers, and other actions.



BALMA HOLIDAY DONATION PROGRAMS

The Bay Area Longshoremen's Memorial Association and ILWU Local 10 are sponsoring a donation drop-off site for two charities this Christmas season: the **San Francisco Firefighters Toy Program** and **Toolworks Working Essentials**. You may bring your donations to the Longshoremen's Hall starting on Monday, December 1st thru Friday, December 19th, between the hours of 8:00am and 6:00pm. Donation barrels will be available in the Longshoremen's Hall for both charities.

TOOLWORKS

How can a person confidently attend a job or housing interview if they are not presentable in appearance? They can't. The items provided are basic items that cannot be purchased with food stamps or on an extremely low income. By having access to these basic items a person's appearance changes in a positive direction, making them feel more confident, which makes the possibility of obtaining a job more likely. These items are given to agencies serving people who are homeless (veterans, individuals with substance abuse addictions, women & children fleeing domestic abuse, etc.).

Donations Needed:

Money	Face Wash	Feminine Hygiene Products
Soap	Lotion	Diapers
Toothbrushes	Deodorant	Baby Wipes
Toothpaste	Shampoo	Shower Caps
Mouthwash	Conditioner	Make-up
Dental Floss	Body Wash	Brushes / Combs
Razors	Shaving Cream	

SAN FRANCISCO FIREFIGHTERS TOY PROGRAM

This program is the city's largest and the nation's oldest program of its kind. Besides helping individual families in need, the Toy Program serves many community organizations, including shelters for abused women & children, inner-city schools, children's cancer wards and pediatric AIDS units. They also respond on a year round basis to displaced children who are victims of fires, floods and other disasters.

They need toys, bikes, sporting equipment, games, books, gift cards, arts & crafts, etc. for children ages infant thru 12 years. Also, baby items (blankets, bottles, rattles, etc.). They do not accept toy guns. Please do not wrap any of the items.



Contact:
Christopher Christensen
415-441-5511(BALMA) or
415-509-2463 (mobile)



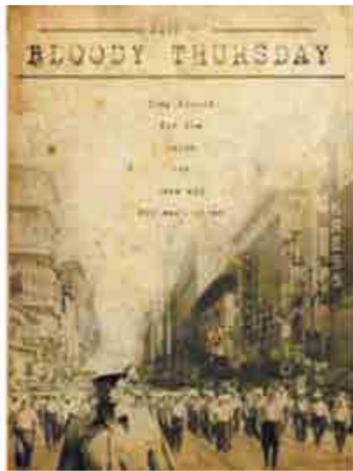
Holiday Gift Guide



VIDEOS

Bloody Thursday

Bloody Thursday is a one hour PBS documentary that tells the story of how West Coast dockworkers overcame huge obstacles to form their union, the ILWU. Set in the midst of the Great Depression, the film shows how longshoremen were fighting for their rights at the same time that most of their families weren't sure where their next meal would come from. The odds were stacked against the longshoremen. Mainstream newspaper publishers, fearful of unionization efforts at their own papers, launched brutal attacks against the dockworkers and drove public sympathy against them. In addition, politicians and the police openly used their resources to side with the shipping companies against the striking dockworkers. Bloody Thursday tells the human stories of the dockworkers who stood up against these odds and changed the course of American labor history.



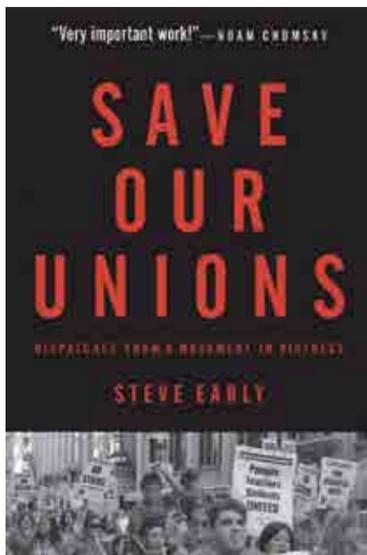
Bloody Thursday includes a range of filmed interviews with union officials and historians who provide fascinating insight to the dockworker's struggles during the Depression. These interviews are visually supported through an extensive archive of photographs, film, and old newspapers. Dramatic accounts of the longshoremen, labor activists, and politicians who were participants in the tumultuous events of the historic West Coast strike of 1934 are brought to life by actors who read their accounts verbatim and bring a new level of emotional impact to the story through their performances.

The film is available for \$20 at the website www.bloodythursdayfilm.com

Save Our Unions: Dispatches from a Movement in Distress

By Steve Early, *Monthly Review Press*

Veteran labor journalist and rank-and-file union activist, Steve Early, brings over 40 years of experience and insights to his new collection of essays, *Save Our Unions: Dispatches from a Movement in Distress*. Early's collection of short articles provides us with snapshots of the challenges that face workers in today's era of growing employer hostility and governmental indifference. He brings together the stories of past and present labor activists who have been helping workers organize new unions, fighting for more union democracy, fighting to retain union jobs in the face new technology, reaching across borders to build solidarity with workers around the world, and developing more effective strategies for political action.



Many of Early's essays have previously appeared in *Labor Notes*, *In These Times*, and other pro-union publications. All are based on his first-hand reporting which is combined with excellent reviews of important books on labor history and memoirs from labor activists. These stories are told through the voices of rank-and-file activists, union officials, academics, and labor journalists. He combines all these perspectives into a book that highlights the biggest issues confronting American workers during the last 40 years: declining union membership and power, decreased worker militancy, problematic ties to the Democratic Party, the lack of rank-and-file democracy within many unions, and a troubling shortage of solidarity between unions.

Early's essays are not for the faint of heart and it's hard to be hopeful about labor's future after finishing his book. But he does suggest a way forward, without pretending to have all the answers. It begins with a clear understanding of past mistakes, so the next generation doesn't have to repeat our same mistakes. And Early is convinced that the best ideas will come from rank-and-file members and their elected leaders who belong to democratic unions. In this sense, his book affirms the ILWU's Ten Guiding Principles – and encourages all union members to put them into practice.

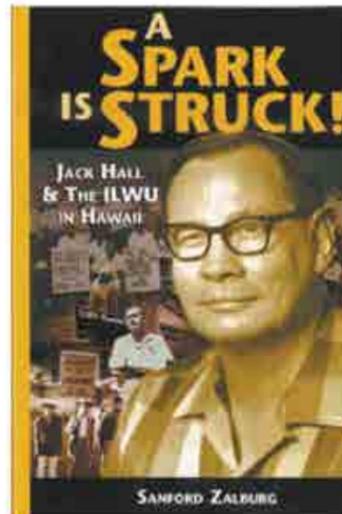
The book is available for \$19.95 at Monthlyreview.org

BOOKS

A Spark is Struck: Jack Hall and the ILWU in Hawaii

By Sanford Zalburg

Jack Hall came ashore at Honolulu Harbor as an insignificant seaman and quickly took his place at the forefront of those who forged Hawaii's destiny. *A Spark is Struck!* is Hall's story—and the story behind the International Longshore & Warehouse Union in the Hawaiian Islands. Together, the man and the union helped incite a bloodless revolution, transforming Hawaii from the neo-colonialist paradise of a wealthy few to one of the most liberal states in the nation. It was an era of landmark events: the Red Scare, the consolidation of power, major labor strikes in the fields and on the docks. Here is the inside story of a power broker's career and a union's role in shaping today's Hawaii.



Available for \$13.50 from the ILWU Library. Use the order form on page 8.

Solidarity Stories

By Harvey Schwartz

The International Longshore and Warehouse Union, born out of the 1934 West Coast maritime and San Francisco general strikes under the charismatic leadership of Harry Bridges, has been known from the start for its strong commitment to democracy, solidarity, and social justice. In this collection of firsthand narratives, union leaders and rank-and-file workers - from the docks of Pacific Coast ports to the fields of Hawaii to bookstores in Portland, Oregon - talk about their lives at work, on the picket line, and in the union. Workers recall the back-breaking, humiliating conditions on the waterfront before they organized, the tense days of the 1934 strike, the challenges posed by mechanization, the struggle against racism and sexism on the job, and their activism in other social and political causes. Their stories testify to the union's impact on the lives of its members and also to its role in larger events, ranging from civil rights battles at home to the fights against fascism and apartheid abroad. *"Solidarity Stories"* is a unique contribution to the literature on unions. There is a power and immediacy in the voices of workers that is brilliantly expressed here. Taken together, these voices provide a portrait of a militant, corruption-free, democratic union that can be a model and an inspiration for what a resurgent American labor movement might look like.



Available for \$17 from the ILWU Library. Use the order form on page 8.

Bound back-issues of the *Dispatcher*

Handsome, leather-bound, gold embossed editions of the *Dispatcher* are available. A year's worth of ILWU history makes a great gift or family memento. Supplies are limited, not all years are available. Cost is only \$10 for a year's worth of ILWU history. Email orders to editor@ilwu.org or make a check out or money order (U.S. funds) to ILWU and send to ILWU Library, 188 Franklin St., San Francisco, CA 94109.



LETTERS TO THE DISPATCHER

Dear Editor,

My father, Jack T. Bolan, a Local 12 Longshoreman from North Bend, OR passed away peacefully on November 14, 2014 at the age of 95 surrounded by his family. He was married to his wife, Mary, for 71 happy years. They had two daughters, Sandra and Barbara and many grandchildren and great-grandchildren.

He was buried with military honors with his internment at Eagle Point National Cemetery, Eagle Point, Oregon.

He will be greatly missed.

Sandra Bolan King
Jacksonville, OR

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

A Helping Hand...

...when you need it most. That's what we're all about. We are the representatives of the ILWU-sponsored recovery programs. We provide professional and confidential assistance to you and your family for alcoholism, drug abuse and other problems—and we're just a phone call away

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Vancouver, BC V5R 5WR
(604) 254-7911

TRANSITIONS

NEW PENSIONERS:

Local 10: Christopher A. Dixon;
Local 13: Antonio Fausto; Scott B. Dalton; Jose N. Brucelas; Gregory L. Stanley; John S. Ostoich; Petar Zeljak; Antonio Palma; Manuel Lazcano; Eloy Maciel; Miguel A. Abito; Richard H. Masterson; William R. Russ; Jerry Skubik;
Local 19: Gary L. Levias; Jay M. Willingham; Ernest B. Lewis; Millard E. Sumner; James C.

Bussanich; **Local 23:** Kevin E. Rudy; **Local 34:** James H. De Voe; Frederick J. Chen; **Local 46:** Milo G. Valdivia; **Local 47:** John W. Frost; **Local 63:** Randy P. Meliotta; Thomas W. Brown; Hector A. Banuelos; Susan K. Guerra; Alfred E. Angel; Jessica K. Fontes; **Local 92:** Michael R. Odermann; **Local 94:** Carl L. Thoensen; **Local 98:** David W. Kitna;

DECEASED PENSIONERS:

Local 4: Lance R. Lynch;
Local 8: Dennis D. Thorne (Linda);
Local 10: Emanuel P. Mifsud; Eric J. Malveaux; Curtis E. Gage (Ellen); Anthony Winstead; Nick Kuzma; Louis A. Bischoff (Barbara);
Local 13: George Broadstone; Fidel T. Aguilar; Prouncil L. Fannin; John N. Ramirez; Richard L. Wilbur; Richard H. Stewart; **Local 14:** Carl Sepulveda; **Local 18:** Alfred Victor Jr.; **Local 21:** Stephen F.

Danchok (Judy); **Local 29:** Jose Pacheco Jr.; **Local 63:** Charles J. Axton Jr (Cecelia); **Local 91:** Raul B. Valadao (Diana); **Local 94:** Ramon Ponce Deleon;

DECEASED SURVIVORS:

Local 10: Gustavia Mcdonald; Thelma Lewis; Johnnie B. Coleman; Dorothy Glaude; Birdie Percoats; **Local 13:** Elizabeth Bodlovich; Hazel O. Wright; Maria Graham; Dorothy Brunac; Thelma L. Gatlin; **Local 27:** Anna L. Newell;

Los huelguistas portuarios costarricenses logran gran avance en su batalla

SINTRAJAP, el sindicato de trabajadores portuarios de Costa Rica consiguió a principio de noviembre que el gobierno de ese país se comprometiera a reevaluar el futuro de los puertos de Limón y Moin, además de prometer que se pondrá fin a la violencia por parte de la policía y represalias contra los huelguistas. El sindicato acordó suspender temporalmente su huelga después de 15 días, la cual contaba con el apoyo de sindicatos de toda Costa Rica y los afiliados a la Federación Internacional de Trabajadores del Transporte (ITF), incluso ILWU..

El gobierno recientemente dio la concesión monopólica por 33 años a APM terminals (propiedad de Maersk) para las nuevas operaciones de contenedores en Moin. El trato, valorado en \$1 mil millones, le daría en efecto a APM el monopolio sobre la estiva de todos los barcos que transportan contenedores y pondría en peligro la

agencia portuaria estatal JAPDEVA, que recibe el 70% de sus ingresos de la carga y descarga de contenedores e invierte parte de sus ingresos en la economía regional al financiar la educación y servicios médicos. El sindicato SINTRAJAP, que previamente salvó a JAPDEVA de la privatización, continúa cuestionando la constitucionalidad del nuevo trato entre el gobierno y APM.

Como resultado de los ataques violentos de la policía contra los huelguistas en las terminales de Moin y Limón el 23 de octubre, la opinión pública se volteó contra el gobierno y su intento de debilitar el sindicato de trabajadores portuarios. El Presidente de ITF y de la Sección de Estibadores, Paddy Crumlin, alabó a los costarricenses por defender a su puerto y a JAPDEVA, el organismo público que provee fondos para la educación y programas de salud. "Falta mucho para que termine este asunto," dijo él, pero consideró que el acuerdo era un paso positivo, ya que también incluía la garantía de no tomar represalias contra los huelguistas portuarios.

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