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Inside Line

Regime change starts here

"Regime change starts at home," the bumper stickers remind us. But even if we succeed in deposing Bush this November, we’ll spend the next decade trying to undo the harm he’s caused—and much of the damage can never be repaired.

This issue looks at a few of the many ways that home is the way it fits in the bigger picture.

The Bush administration recently trotted off to the Mexico City trade pact, the Central American Free Trade Agreement (CAFTA). Bush’s CAFTA would extend NAFTA beyond Mexico into Central America and so spread all NAFTA’s threats and realities of job outsourcing and the super-exploitation of other countries’ people, environment and resources. (See story, page 4.) Those American manufacturing jobs, with wages and benefits you could raise a family on, are gone. Workers’ lives have been disrupted and dislocated and marriages broken. Some workers have been allowed through lack of minimum health care coverage. These free trade agreements give another level of meaning to the term "capital crime."

Bush’s plans to privatize Social Security, the retirement and disability fund all American workers count on, have been fended off so far, but they will be hard to stop if he gets a second term. (See story, page 9.) The U.S. is already the only industrialized country in the world that doesn’t have some form of national health care. Now they want to take away minimum retirement and disability support? As our story points out, the Social Security fund has been raided to pay for pork projects to help the rich and the war in Iraq. The Bush plan would bankrupt the fund, claim it is impractical and insolvent and then privatize retirement savings (in 401ks or IRAs) so Wall Street stockbrokers can siphon off part for themselves.

And then there’s port security—apost-Bush post-9-11 anti-terrorist initiative turned into domestic civil rights repression. It’s had enough that longshore workers are being screened with criminal background checks, as if American union workers were going to blow up their jobs and communities. But in the meantime real safety and security have been sacrificed to the gods of productivity and profit. Empty containers aren’t checked, containers sealed and inspected and trucks and their passengers roll onto the docks with no one checking their IDs or their reason to be there. Making those checks would slow the movement of cargo and impede the accumulation of profit. The employers have made their priorities clear.

In the meantime so has the Bush administration. It has husbanded a mere $47 million for port security when the Coast Guard estimates it will cost $7.4 billion over 10 years. Bush can’t seem to find the money to protect port communities.

"Sorry. Spent it all blowing up Iraq. My bad." Even this relatively short list of Bush casualties can numb the mind, and the prospect of four more years defies the imagination. As we work towards November, keep in mind: losing is not an option.

Knowledge is power

By James Spinosa
ILWU International President

The power of any union lies in its rank-and-file members. Whenever there is a challenge to their jobs and benefits, to their rights to safe and fair conditions at work, their elected leaders can give guidance and direct action, but only the members can provide the leverage and strength to prevail.

But to have that strength, that unity in action, the members need a common understanding of their history and their rights. This isn’t something that just happens automatically when someone gets hired onto a job and sworn in to the union. It comes with experience and education. And it takes veteran members of the union to step up and assist that process.

The ILWU has many new members with less than five years in the union. In our Longshore Division, where we have more complete statistics, we know that more than 25 percent of the members are new. The Longshore Division members used to get lots of union education on the job, back when we worked with partners and in gangs.

knowledge of union history and values, of how to enforce safety and contractual rights, got passed from member to member everyday.

But the employers have invested on this: to increase productivity, and in doing so they have made us more isolated on the job. This isolation has interfered with our communication and our day-to-day stewardship.

That is why the ILWU International and Longshore Division have emphasized education over the last several years. The 1994 International Convention and the 1997 Longshore Caucus put programs in place that have proven popular and effective, and the ILWU International Convention and the Longshore Caucus budgeted funds in 2003 to expand them.

Over the past six years the Titled Officers and the International’s Department of Research and Education developed two Leadership Education and Development (LEAD) institutes and three Secretary-Treasurers’ conferences to train and update local officers and trustees on administrative procedures and legal record-keeping for union contracts.

The first LEAD Institute, held in Palm Springs, Calif. in 1998, focused on the importance of decent and democracy in the union. In September 2000, a train in Palm Springs, Calif. LEAD participants examined the many ways diversity has been the bedrock of the union. An advanced LEAD Institute is scheduled for February 2005 for graduates of the first two programs—and another basic LEAD will be held in September 2005. The advanced LEAD will highlight ILWU strategies for successful collective bargaining, and the basic LEAD will feature training in the skills necessary to implement and protect the ILWU’s hallmark tradition of rank-and-file democracy.

The Secretary-Treasurers’ Conferences, which included local union trustees and—unique to the ILWU—the clerical employees who manage and service many of our affiliates’ offices—were held in 1999, 2001 and 2004. These events have helped our local officers, rank-and-file committee members and trustees administer the union’s affairs more effectively and democratically and keep up with the anti-union rules imposed on labor by the Bush administration.

Presidents’ Report

To have strength and unity in action, our members need a common understanding of their history and rights.

Inspired by the mandate of the 2000 International Convention, the International’s education program has also developed materials and workshops for training local union stewards. Since early in 2003, these trainings have been held at the request of several locals, including 6, 20, 30 and 63 (Office Clerical Unit).

Separately, the Caucus established the Longshore Division’s Education Committee in 1997 to help meet the mounting challenge of educating our new members about the union and to train the new generation of longshore stewards and union officers. The committee coordinated its first major event in the spring of 2001—a seminar on grievance-handling and the evolution of key provisions of the Coast Contract. In August 2003 the committee put on a seminar about the longshore arbitration procedures and grievance machinery in San Francisco, reviewing the contract and its enforcement provisions for local officers and business agents. In November and December 2003 the Coast officers held regional workshops for the Puget Sound, Columbia River, Northern and Southern California areas on the 2002 contract struggle and the importance of political action and community solidarity for the union.

The Longshore Division is planning several future educational events, including a seminar on “The History and Traditions of the Longshore Division” Sept. 26-30, 2004. This training will familiarize local union activists with the past, present and future mission and goals of the ILWU. More information can be found on the Longshore Division’s page of the ILWU’s web site, www.ilwu.org. The Division is also planning seminars on international relations, solidarity; health and welfare benefits; and the Coast Safety Code.

The international has developed tools to help the locals, but one size does not fit all. Locals need to set up education committees and figure out ways to hand down union knowledge that fits their circumstances. The union’s officials and staff can help with this process.

This union’s militancy, solidarity and effectiveness have made it a target of the Bush administration as well as the employers. We know our longshore employers are organizing and preparing for the next contract, which comes up in four years. And in the meantime the ILWU’s Warehouse and Marine Divisions, as well as locals affiliated with members in various industries in Hawaii, remain under siege. Everything we need to do to meet these challenges requires an informed and educated membership.

Particularly in the Longshore Division we have thousands of people in our casual pools up and down the Coast who we are not serving properly. We have got to conduct regular meetings with them to draw them into the union, starting by talking safely and showing them they are part of the industry. They are the future of the ILWU, your future. When you retire, you’re going to be depending on them to have the right principles to make sure the traditions of this union are carried on.

So now more than ever it’s important to attend your local’s membership meetings to keep up to date on what’s happening in your industry and your union. And now more than ever it’s important that member education be done at every level, from the international to the locals to the docks. Each of you needs to be a guardian of the union’s history—and make our future stronger by passing that history on.

ROBERT McELLRATH     WESLEY FURTADO
Vice President     Vice President

WILLIAM E. ADAMS
Secretary-Treasurer

ILWU Titled Officers

JAMES SPINOSA     ROBERT McELLRATH     WESLEY FURTADO
President     Vice President     Vice President
Hundreds of striking port truckers picketed terminals at the Port of Oakland between April 30 and May 6, demanding pay increases to cover skyrocketing diesel fuel costs. Truckers took other actions at the ports of Los Angeles and Long Beach, parking on freeways and blocking traffic for hours. The drivers, who are mostly owner-operators, say they were forced to stop work because they couldn’t make enough to cover expenses.

“One day I work eight hours, after the whole day I lose $10. If I stay home I save $10” driver Delph Jean said. “Not working this week I save $50!”

Most drivers haven’t received a pay increase in 10 years. On the Oakland docks, few container moves could be seen. Large stacks of cargo stood by like stepped pyramids, waiting for some resolution to the truckers’ problems. APL reported a decline in truck calls from a normal 1,100 per day to 115 on May 3, according to the Journal of Commerce. SSA claimed traffic had fallen to 30 to 35 percent of normal.

In Los Angeles truckers parked their rigs April 30 on Interstate 5 near downtown. They formed a convoy on the Harbor Freeway, slowing traffic, and were blocking about 85 percent of port truck visits. Then they moved to a peaceful rally at a nearby park.

The truckers face a kind of shell game when they seek economic justice. As independent owner-operators they are contracted by trucking companies and paid by the load. The companies get theirs in business from the shippers of the containers. The truckers have an employee-type relationship with the companies, but paid by the load. The companies get their business from the shippers of the containers.

In Los Angeles the drivers asked for a pay increase of 30 percent and to have the right to join a union like the Teamsters.

“We would like to form a union, but the government won’t let us,” Oakland driver Cesar Lara said.

But for port truckers, the competition is one-sided. They had to compete against each other for the lowest wages while the shippers maintained a constant price per container. In 1934 the ILWU faced down a similar setup system in the Big Strike. They have no leverage at all, and they deserve to be treated like human beings, not slaves,” Dufresne said. “Not working this week I save $50!”

The Teamsters have tried to help them out and have an organizing petition that drove rates down. Now their rates are worse than they were in 1999. “They deserve to join a union,” Dufresne said. “They're workers, tied to a boss with no leverage.”

The truckers face a kind of shell game when they seek economic justice. As independent owner-operators they are contracted by trucking companies and paid by the load. The companies get their business from the shippers of the containers. The truckers have an employee-type relationship with the companies, but paid by the load.

The companies get their business from the shippers of the containers. The truckers have an employee-type relationship with the companies, but paid by the load.

Senior reporter Tom Price reports.

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Veteran trucker Daniel Lara and son Cesar ask for support.

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By Tom Price

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By Tom Price

By Tom Price

Flying to Washington, D.C. to testify before Congress costs money. Yet on the issue of port security, someone has to give the dockworker’s perspective or Congress will hear only the positions of the port employers and government officials.

Thanks to Longshore Division dues, ILWU Port Security Director Mike Mitre provided that voice at the June 9 House Transportation and Infrastructure subcommittee hearing. Mitre, an International Executive Board member representing Southern California, made the union’s point very clear—port security equals worker and community safety.

Mitre testified that port employers are not following Coast Guard regulations vigorously and highlighted several glaring examples. These include the lack of identification of truck drivers entering the terminal, lack of identification of hazardous cargo, lack of cargo documentation, and the lack of a basic emergency response plan and evacuation procedures.

Drivers are the largest single group of workers on the docks, yet no one inspects cab-over sleepers, which frequently contain passengers who are then driven all over the docks. Mitre stressed the need for checking truck identification as well.

“At some facilities, no one checks to see that the drivers are who they say they are,” Mitre said.“ No one checks to ensure that the photograph on the license matches the driver of the vehicle.”

Mitre also pointed out the lack of proper container seal inspection, and told the committee, “Since Sept. 11 many facility operators have discontinued their past practice of checking these seals.”

Mitre used the April 28 container explosion at the Port of Los Angeles’ Tripac terminal as an example of how everything can go wrong. He laid out how an un-inspected container with no inventory and no HazMat placards blew up on the dock just prior to being loaded with other hazardous materials aboard ship. The container’s manifest only listed its contents as "Freight All Kinds" (FAK), a vagueness not allowed on containers coming from other countries.

“The container arrived at the facility with a non-standard seal and ambiguous paperwork,” Mitre testified. “The in-gate automated system, which has replaced the gate clerk, reported to remotely located personnel that the container had arrived...the clerk never saw the container.

After the accident, it became apparent no evacuation plans were in place, and no one seemed to be in command.

Gunmen entered the Israeli Port of Ashdod six weeks earlier resulting in the death of ten dockers. Mitre said they entered from the landward side.

Mitre told the House subcommittee that all incoming containers need to be inspected, but the way productivity is set up at many terminals clerks working in remote areas of the port can’t visually inspect containers. The containers often arrive with vague or nonexistent paperwork, he said.

The U.S. Coast Guard agrees with the need for landward inspections. “Empties should be checked as they cross the threshold of a facility and seals should be checked,” USSR Director of Port Security Rear Adm. Larry Heth told the Journal of Commerce.

But, as Mitre pointed out, there are problems in making sure that happens.

“The Coast Guard is a waterside and vessel enforcement specialist,” Mitre told the committee. “They are not a landside or ‘terminal’ enforcer of regulations.”

Port authorities complained of the high costs of inspections. Noel Cunningham, Director of Operations and Emergency Management for the Port of Port of Los Angeles, testified that federal funding for security is inadequate. Berner offered another opinion. “The ports own the infrastructure, they profit from the infrastructure, and they probably deserve to share a responsibility of the costs,” Hereth said.

Mitre told the committee the Coast Guard had to be funded and empowered to enforce inspection requirements. FAK designations had been a major vector for terrorist investments provided 24 hours in advance. Container seals must be inspected and empties must be checked. Truckers must be identified and their trucks inspected. Security training must be provided, and emergency plans must be known to all on the docks.

Congresswoman Juanita Millender-McDonald, a California Democrat whose district includes a slice of the Port of Los Angeles, drafted a bill earlier this year that would put $800 million in federal dollars into port security in each of the next five years. The bill, HR 3712, has the support of the ILWU and the American Assn. of Port Authorities.

“We can have an effect on what happens in these ports,” Mitre said. “We can have a voice, we can take part in a decision that will control our own destiny and protect ourselves and the community where we live and work.”

Dump CAFTA

SAN FRANCISCO—Demonstrators at the Federal Office building May 27 urged Congress to oppose the Central American Free Trade Agreement (CAFTA), but President Bush signed the unfair trade pact the following day. The deal restructures trade relations between the U.S. and the countries of Guatemala, El Salvador, Honduras, Costa Rica and Nicaragua.

Labor and environmentalists joined fair-trade advocates to denounce the trade deal that directly threatens at least 1,000 ILWU sugar jobs in Hawaii’s Local 142 and California’s Local 6 and possibly more at the C&H Refinery. It would allow foreign producers to dump sugar made by non-union—even children’s—labor onto the U.S. market. Local 142 pineapple and coffee workers also have reason to worry because Central America exports those crops as well.

In April the ILWU sent its International officers, legislative staff and 45 rank-and-file members to lobby Congress on CAFTA. The union activists argued that CAFTA’s lack of enforceable labor and environmental rights for developing countries will result in a NAFTA-like U.S. job flight. U.S. employers regularly use the threat of moving to the third world to scare their workers out of unionizing.

The ILWU is also concerned that CAFTA will become a stalking horse for FTAA, the extension of NAFTA into the entire Western Hemisphere, excluding Cuba. CAFTA has no provisions to protect jobs from unfair trade practices. It has no protections for investing in labor and environmental development projects to help Central American countries with debt relief and provides no means for workers or the public to have input into trade decisions.

The ILWU deal would also add to a long list of America’s nutrious Chapter 11 allowing foreign corporations to sue a sovereign nation if it laws hurts profits.

Costa Rica, a CAFTA signatory, had refused to let the U.S. energy company Harken Costa Rica drill for oil in sensitive offshore areas. That country’s Constitutional Courts upheld its environmental laws and Harken went to the World Bank last September to get a $57 billion settlement for its loss of future profits. “Under World Bank rules Costa Rica could, and did, refuse to respond, CAFTA, however, would have given Harken a forum to sue in international trade courts where domestic law would be trumped by trade law. Bush’s former oil company, Harken Energy, has close ties to Harken Costa Rica.

In the reverse of normal practice, Congress must now vote the pact up or down.

In a statement read to the crowd, House Minority Leader Nancy Pelosi (D-CA) denounced the pact’s lack of enforceable labor standards and spoke of standing up against the agreement.

“CAFTA is on a midnight train to nowhere—in an election year or any other year,” Pelosi said.

—Tom Price

Handing your tax dollars to Wal-Mart

Wal-Mart has received more than $1 billion in subsidies from state and local government, according to a new report by the public interest group Good Jobs First.

The group combed public records and newspaper files to document more than 240 cases where public funds, tax write-offs and other government subsidies helped Wal-Mart open 160 retail stores and 84 distribution centers in 35 states.

The average new Wal-Mart store received $28.8 million in public subsidies while its distribution centers (warehouses) each received an average $7.4 million in government assistance, the study found. Public aid to Wal-Mart included financing through tax-exempt bonds, construction of access roads, installation of utilities and tax abatements.

Wal-Mart is famous for creating low-wage, no-benefit, non-union jobs and for using its enormous buying power to crush local business competitors. The full report (which also describes how citizens have organized to block public aid to Wal-Mart) is available at: www.goodjobsfirst.org
Longshore Caucus takes threats head-on

by Tom Price

SAN FRANCISCO—This year’s Longshore, Clerk and Walking Boss Caucus took stock of the unrelenting efforts by the Coast Committee to the federal government to undermine the union. The 81 delegates representing all the Longshore Division locals, spent the week of May 17-22 in San Francisco reviewing the past year’s work and planning to turn back those attacks, strengthen the union internally, and build relations with allies.

The Coast Committee, consisting of International President Jim Spinosa, International Vice President Ray Ortiz Jr. and Joe Wenzl, led off the meeting with its report on the Division’s priorities. The Coast Committee recommended that the Legislative and Arbitration Committee be held in 2006, and every two years thereafter.

Realizing the union needed a voice in drafting port security laws, last year’s Caucus directed the Legislative Action Committee to get a seat on the Senate Commerce Committee. Now ILWU members have met with legislators, testified before the Senate and established relationships with regulators and the Coast Guard.

The ILWU places great emphasis on the role of workers as the first line of defense against terrorism, reported longshore Local 13’s Mike Mitre, ILWU Port Security Director and Legislative Action Committee member. They are the eyes and ears of the waterfront and their vigilance can influence the Coast Guard.

The vast majority of cargo shipped to West Coast ports go through only five ports. An attack on any one of them could cripple U.S. trade since there are no contingency plans to redirect cargo.

The ILWU’s testimony at Congressional port security hearings has been instrumental in that effort. Congress now looks to the union for more expertise on cargo handling and terminal operations. (See “ILWU labbies for port security,” page 4.)

SAFETY

The Coast contracted the Lincoln Crow public relations firm to conduct media trainings at the local level. With the help of former ILWU President John Perri, the Coast Public Relations Committee started a series of workshops to build rank and filers’ media skills since March 2003. These two training sessions are ongoing and will continue.

Coast Safety Committee Chair Bob McElrath, and Committeemen Ray Ortiz Jr. and Joe Wenzl, led off the report on the Division’s priorities. The Coast Committee recommended that the Legislative and Arbitration Committee be held in 2006, and every two years thereafter.

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INTERNATIONAL RELATIONS

The Coast Committee reported the officers appointed Local 13 member and former International Transport Workers Federation West Coast Coordinator Ray Filamati to be the union’s new Director of International Affairs, in charge of building global solidarity for the ILWU.

Filamati noted the union’s efforts in building solidarity with seafarers worldwide and their right to organize. He also stressed the importance of bringing all U.S. ports and terminals into the ILWU organization.

The Caucus resolved to set up Coastwise cruise ship standards and procedures to manage relations with the employers. The Caucus also resolved to send an officer and another experienced member to help the new Alaska Longshore Division Unit 60-W safeguard its cruise ship work. (See page 5.)

EDUCATION COMMITTEE

The caucus gave a round of applause when Spinosa announced that the Caucus Committee facilitated the registration of 933 new longshore workers since March 2003. These new members will need to learn more about the challenges of globalization, outsourcing, technology and jurisdiction and the contract.

The Coast Education Committee has worked hard over the last year, said committee chair Dennis Bruedner of longshore Local 54. Nearly 80 members participated in an education conference last August in San Francisco. They learned grievance and arbitration handling, legal rules and studied marine clerks’ special issues on technology.

The committee also held work shops in all four areas on the Coast last November and December on the 2002 contract struggle. Committee members and the Coast officers discussed the impact of lockout and the contract negotiations dragging on for nine months. The 2002 contract negotiations dragged on for months after the lockout and the contract negotiations dragging on for nine months. But, Hansen reported, they are well on their way to getting back on track.
charged, forceful personality, was very political and liked to talk about going to sea.

I went to sea myself in the summer of 1946, the year before I graduated from high school in San Francisco. World War II had just ended and the whole world was moving on ships. The first trip I made was on a troop transport, the Marine Jumper. I was a “utility man”—a pot washer and potato peeler. That first trip I sailed as a permit man. I joined the National Union of Marine Cooks and Stewards (MCS), CIO in 1948. The AFL and the CIO were still separate rival organizations then.

I really got involved in political activity around ‘48. I met people in the MCS who were Communists. I’d read the famous Communist William Z. Foster’s big book on labor, including the Communists. I’d read the famous Communist octopus that was going after our union leader. It was a “screened” off island. After the third trip about 15 of us were “screened” off island.

In 1948 Henry Wallace ran for president on the Progressive Party ticket. Wallace campaigned for peace with Russia and got enthusiastic support from the Left. I handed out Progressive Party leaflets, went to meetings, signed people up on petitions and did anything needed to help Wallace. The MCS officially endorsed Wallace, but late in the campaign I noticed all these MCS members wearing Truman buttons. That didn’t seem good. On election day Harry Truman, the Democratic president, upset Thomas Dewey, the favored Republican. Unfortunately for the Left, Wallace did poorly.

I was also involved with the MCS Pre-Strike Committee in 1948. The MCS was allied with the ILWU and struck along with the longshoremen that year. President Truman slapped on an 80-day injunction to stop the strike under the new Taft-Hartley Act. I went to sea on the General Gordon during the injunction. When I got back, the strike was over. I sold the CP newspaper, The People’s World, at all the picket lines that dotted the San Francisco waterfront.

In 1950 I was at sea on the President Cleveland when the Korean War broke out. This right-wing man named Randall called a special union officers meeting. He attacked the MCS leaders because they questioned the war, as did Bridges. I got up at the meeting and defended the MCS officers by saying that they had done a lot for the people and we should listen to them.

I made two trips to the Pacific on the President Cleveland. The second time I was “screened” off the ship when the President Cleveland returned to San Francisco.

Screening was part of the government’s McCarthy era program of denying employment to supporters of “undesirable” groups, even moderate political maritime union activists. The program was administered by the U.S. Coast Guard.

In 1951 I was appointed, I knew that the Coast Guard had extended its screening to the Far East, but not to the area between San Francisco and Hawaii. So I went to work on the Larine to the Islands. After the third trip about 15 of us were screened at once. We came down the gangplank and had a big picture in the papers.

The Coast Guard held hearings on Sansome Street in San Francisco to review screenings. I gathered evidence which I needed to get screenings overturned. I didn’t go to court. I just addressed Coast Guard hearings in San Francisco.

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On Watson of Ship Clerks Local 34

May 2004

Communist affairs since 1935. “They gave me 30 days to make a decision or put me to work like they used to.”

I went with my father because they knew me, but the next door to the ILWU and we did make a request, I guess, from the Army, said, “If it is the policy of the U.S. Army to do this, then I will do it because this is my father.” Finally, I was given a questionary “General Direction of the Work,” “Honorableness Conditions,” and a few questions about every assignment the Army gave me. Some years later, after a class-action suit, they sent me a revised “Handbook of Discharge” and told me to destroy the other form.

After the Army I came back to the Bay Area and started doing the same things I was doing before I went in. Over the next two years I worked for the Independent Ironworkers Union, Oakland, California. As soon as the day was over I’d go down to the MCS hall to see what was happening. I still went to meetings and volunteered to help the seamen.

1950 the MCS had been expelled from the CIO for its left politics. The National Labor Relations Board (NLRB) called a bargaining election in 1964, but removed the MCS from the ballot because the top MCS officers were in sympathy with the non-Communist affidavits then called for under the Taft-Hartley Act. To support our officers, the members voted “no.”

A new NLRB election was called the next year and this time the ILWU stepped in to appear on the ballot. The stewards worked overtime organizing and the ILWU won in June 1965.

It became a giant event. Maybe 150 farm workers arrived too. They visited trucks from Salinas. They had all this produce. There were huge caravans, which was really a payback. This was a vast scale. It took hours just to unload those trucks. While I got the credit within the ILWU, the farm workers really outdid themselves. I was amazed.

Around 1975 I started doing a lot of volunteer research for the UFW legal office in Salinas. This turned me to an interest in labor history. I did research papers on fruit trimmer shelf workers from the 1930s to 1970 and on lettuce mechanization. I interviewed farm workers, union activists and growers and made presentations to meetings of the Southwest Labor Studies Association.

My interest in farmer history led me to co-found the Bay Area Labor History Workshop (BALHW) in 1980 with a scholar and UFW volunteer named Margo McIone. I had little academic training and was working in isolation without much feedback. If you don’t have that, you need some kind of a forum for discussion. If you want something and there’s no organization, you go ahead and organize it yourself. That’s what I did, and I did it.

In 1978 I became the Local 34 delegate to the ILWU’s regional political arm, the Northern California District Council (NCDC). Four years later NCDC President LeRoy King asked me to take on the job of NCDC secretary-treasurer and this broadened to include legislative lobbying at the state capitol in Sacramento. I remained with these duties until I retired in 1993.

Although I’m thankful that ILWU longshore members and retirees have good medical and pension plans, others are not so lucky. We are all facing unemployment and increased tax cuts for the wealthy, along with growing state and national deficits, all of which hurt working people.

As a member of the ILWU, I have volunteered many hours there. Often I would care for Dolores Huerta’s children while she led UFW demonstrations or spoke publicly.

During the 1971 coast longshore strike Herman called for a Local 10/Local 34 Joint Longshore Strike Assistance Committee (JLSAC). He said, “I want Watson to be the secretary.” That was it. Everybody agreed and I became the secretary. While the strike was on I went to a UFW rally in Sacramento. I asked Marshall Ganz and Jim Drake, two farm worker leaders, if there was a little something they could do for our strikers. They said, “I think so.”

The next thing I knew they put together this huge caravan, which was really a payoff. This long grape truck came to the San Francisco waterfront from the Central Valley. There were several trucks from Salinas. They had all this produce. Maybe 150 farm workers arrived too. They visited the Local 34 hall and then went down to Local 10.

It became a giant event. This more than anything else made my waterfront reputation. I was the secretary of the JLSAC, and all of a sudden this help came, and it was on a very large scale. It took hours just to unload those trucks. While I got the credit within the ILWU, the farm workers really outdid themselves. I was amazed.

I went with my family to the UFW auxiliary activist Elaine Black Yoneda. Watson is in the center standing next to ILWU Auxiliary activist Elaine Black Yoneda.

I was so involved with the UFW that I became a farm worker myself. I walked the UFW picket in the early ’60s. Dolores Huerta defined me as a kind of an honorary farm worker. During the 1970 lettuce strike in Salinas I walked the UFW picket lines. In the early 1970s I started putting in only 800 hours a year on the waterfront. I spent most of my time helping the farm workers. I was very close to the UFW’s San Francisco boycott house and volunteered many hours there. Often I would care for Dolores Huerta’s children while she led UFW demonstrations or spoke publicly.

To offer my lob-
Family effort ties down new Alaska longshore work

By Marcy Reit

Princess Cruise Lines tried hard to lose the ILWU on its move from Seward, Alaska to Whittier. Instead, its maneuvers hastened the birth of the first new Alaska Longshore Division (ALD) local in more than 20 years — and several branches of the union came together to help the young local hold its ground.

“The ILWU family stuck together and made it happen,” said ILWU International Organizer and ALD member Chuck Wendt. “It was really a combined effort from the International, the Coastwise Cruise Ship Jurisdiction Committee, the ALD and the IBU (Inlandboatmen’s Union, the ILWU’s marine division).”

The Longshore Division formed the Cruise Ship Jurisdiction Committee in 2003 to deal with the persistent anti-union behavior of this growing industry, said ILWU Canada Second Vice-President Tim Footman, who co-chairs the committee with longshore Local 13’s Joe Donato.

“The cruise ship industry is right behind the issue of employing non-union labor,” Footman said. “If we let that go in Whittier, it would have spread down the Coast. It was mandatory that we stop it.”

The ALD has a huge stake in holding this work, as the Alaska members depend on cruise ships for all or most of their yearly hours.

Princess announced about a year ago that it would be leaving Seward for Whittier. In Seward ILWU members tied and untied the ships and loaded and unloaded baggage, but there were no ILWU members in Whittier at the time. Princess planned to call at Whittier’s newer cruise dock, giving the company another excuse to evade the union. The major partner of the dock company, Jim Jensen, is the primary owner of Alaska Marine Lines (AML), the largest non-union barge line operating in Alaska from the Duamish River in Washington.

Barely visible on the mammoth Gearbulk Rhein, members of longshore Local 24 ready the ship for loading at the new bulk terminal in the Port of Gray’s Harbor, Wash. Union members and port managers alike hope this terminal will revive Gray’s Harbor, which has been slammed like many of the small ports.

“You can’t overestimate the importance of the work for a local this size,” said Local 24 Secretary-Treasurer Billy Swor. “One of these ships takes 14 people on day, night and hoot shifts. We have 42 people, so we’re at 100 percent while it’s working.”

Five years of hard work and planning led up to the terminal’s opening Nov. 28, 2003. The port partnered with the Puget Sound & Pacific Railroad and Nebraska-based AGP to build a new terminal, to make it happen.

AGP spent $10 million customizing the terminal to handle bulk farm products such as soy meal, corn gluten meal and beef pellets. Most of the product, which is used for animal feed, goes to Australia. The rest gets shipped to New Zealand and Japan.

The Port also built a new rail loop, putting up another $3 million and getting the $2 million from the state of Washington. Up to 200 rail cars can stand on the loop. They simply move along the loop to the dock, get unloaded and then head back to the Midwest without having to switch back and turn around.

Rail cars arriving at the dock dump their loads into a huge holding bin at the back of the dock. Local 24 moves the product to the ships’ holds using a transloader.

“It looks like a container crane, but instead of having a boom it has a conveyor belt,” said Swor. The product goes up the conveyor and out a spout, which can move all over the hatch to load the ship evenly.

The terminal creates work and potential opportunities for other work,” Swor said. “We’re hoping eventually to get some back-haul as well.” Having the AGP vessels in port will also bring a boon to other local businesses, such as ship’s services.

Gray’s Harbor bulks up

Front row (L to R) Tim Footman, ILWU Canada, Ken Anderson, ALD Committee Member, Michael Ross, Local 24, Unit 60; Joe Donato, Local 13; Larry Hansen, Local 19; Josh Covey, Ken Cox, Don Stevens, Bill Copeland, and Kirk Leeder of ALD Unit 60. Back Row (L to R) Chuck Wendt, Intl. Organizer; Ted Hermach, Ron Graham, Scott Hutchison, and Chris Haynes of ALD Unit 60-20.

company is fiercely anti-union and when the Whittier dock was being built, it informed the community it would control who worked on it and declined that ILWU members would not be the ones.

Princess actually tried to negotiate contracts with the IBU and then with the Teamsters. The IBU declined and the potential dispute with the Teamsters was resolved at the International level. Still Princess kept trying to say who would do theWhittier work.

The ILWU made it possible for the Whittier IBU members to get dual registration, so they would be available to do the cruise work. The union also addressed some concerns in the Whittier community and pressed Princess to continue their relationship.

Tiny, isolated Whittier feared all the work would go to commuters from Seward. Built as a beachhead for the Japanese attacked Alaska during World War II, Whittier boasts a deepwater harbor backed by a small mountain.

“Princess tried to have 30 crew members living with us,” said Swor. “We stopped them. All through the shift we continuously fought off their employees to keep it.”

Four members of the Cruise Ship Jurisdiction Committee signed on to help the port win from longshore Local 10, Larry Hansen from longshore Local 19 and Tim Footman. They got the right to work May 14, and Princess announced that no one who wasn’t directly involved with the operations would be allowed on the dock.

“That was BS,” Wendt said. “The mayor of Whittier and one of the owners of the dock were down there when the ship came in.”

Unit 60-20 foiled Princess’ attempt to exclude the union by dispatching the Jurisdiction Committee members to work the first shift. They worked alongside the 60-20 regulars, showing them how to work the ship and cut the line.

“Princess tried to have 30 crew members living with us,” said Wendt. “We stopped them. All through the shift we continuously fought off crew members trying to help. We told them if our guys needed help, there are people in the community who need to be employed.”

For the second shift, the committee members stepped back and just watched Princess go through the process. Two stayed in Whittier for the next cruise ship call a couple of weeks later. But Princess still couldn’t get wages from the shifts they worked to help build the new local’s treasury.

In fact, the ILWU jobs bring money into the community at a much greater rate than Princess,” Stevens said.

Princess required a harder sell on working with the ILWU. Month after month of phone calls and visits from ILWU members at the cruise line’s ports of call from San Diego to Vancouver, British Columbia finally did the trick. All of Princess’ Alaska passengers pass through Vancouver at one end of their trip or the other, so Canada’s input carried particular weight.

The ILWU Canada told Princess we would support the Alaska longshoremen on all accounts,” said Footman.

Princess ultimately decided to work with Southeast Stevedores, a subsidiary of PMA member SSA. Just hours before the Coral Princess made the first call on Whittier May 15, the town’s 10 IBU members were sworn in as members of ALD Local 60-20.

“I’ve been working with Jamie Rose from Seward for 30 years trying to get us in the Longshore Division,” said Unit 60-20 President Ted Hermach. “I’m just thrilled to death to finally accomplish it.”

But getting the work was only half the battle. The new local also had to fight to keep it.

Four members of the Cruise Ship Jurisdiction Committee signed on to help the port win.

Front row (L to R) Tim Footman, ILWU Canada, Ken Anderson, ALD Committee Member, Michael Ross, Local 24, Unit 60; Joe Donato, Local 13; Larry Hansen, Local 19; Josh Covey, Ken Cox, Don Stevens, Bill Copeland, and Kirk Leeder of ALD Unit 60. Back Row (L to R) Chuck Wendt, Intl. Organizer; Ted Hermach, Ron Graham, Scott Hutchison, and Chris Haynes of ALD Unit 60-20.

“We’re only now grasping the ability we have to address things directly,” Stevens said.

Princess has set a positive precedent in the ongoing fight with the cruise lines, Footman said. “It’s a claw-back situation right now trying to get jurisdiction,” he said.

“Members have got to be aware these cruise companies are going after us.”
Who Stole Social Security?  
By Jack Rasmus

-founded Reserve Chairman Alan Greenspan launched the latest drive to privatize Social Security Feb. 29, 2004. Greenspan, one of the top three economic policymakers in the nation, used the prestige of his position to drive home a simple point: if he claimed, would have to be cut, and the retirement age at which workers could begin collecting benefits would have to be raised to as high as 70.

This is the same Alan Greenspan who boasted on Feb 29, 2004, that President

-Fiscal Social Security Reform Commission for then-President Ronald Reagan in 1981; he was already predicting a collapse of Social Security and recommending an increase in the payroll tax paid by workers that funds the system and a raise in the retirement age for those born between 1938 and 1960 going up in steps to 67 years old.

Congress quickly adopted this recommendation. Over the past 20 years, the Social Security tax rate and the slice of income taxed have continued to grow, from earnings up to $78,900 a year get taxed at 12.4 percent.

The direct result of the 20-year rise in payroll taxes is that has been to generate a Social Security surplus of $1.46 trillion dollars. With that much surplus--and Social Security again be on the financial ropes?

It’s not because benefits were increased over the past 20 years. There has been virtually no significant increase in Social Security benefits the past 20 years. Social Security millions more baby boomers were discovered hiding under the bed and will soon be retiring in the years ahead. Roughly the same boomers who were born between 1945-1965 were alive in 1965 and were in their prime earning days. So where did all that money go?

The answer reveals the biggest financial scandal of U.S. history. The biggest swindle of American working class families, or any working class, anywhere in history. The magnitude of the scandal exceeds the $1 trillion tax-payer bailout of the corrupt savings & loan industry under Reagan-Bush I during the 1980s. It dwarfs the costs of the current Enron-corporate rip-off that preceded it.

The $1.46 trillion surplus built up by workers seeking to ensure some minimum retirement for their old age, was sucked out of the Social Security fund by administrations from Reagan to Bush with the consent of Congress.

Despite legislation passed in the early 1990s declaring a “lock box” on the Social Security fund, the entire Social Security surplus nevertheless has been permanently “borrowed” every year over the past 20 years and transferred to the federal government’s general fund to help reduce and pay for the deficits undergrad. The $1.46 trillion of this went to tax cuts for the rich and for corporations. The rest paid for a $1.46 trillion military spending by Reagan in the 1980s, two Iraq wars, the war in Bosnia and the current war in Iraq.

In other words, American workers and families have been paying directly for the Reagan-Bush tax cuts and wars of the last 20 years with their wages and their retirement benefits. If the $1.46 trillion “borrowed” were restored to the Social Security fund, there would be a massive excess of money today in the system—more than enough to pay for universal health insurance for every one in America.

The incredible magnitude of this theft is quantified in the accompanying table (below), illustrating the annual Social Security surplus and the federal budget deficit before and after the borrowing of the surplus.

This grand theft stands in stark contrast to the way World War II and even the Vietnam War were financed. World War II was funded primarily by a highly progressive income tax, as well as other taxes on corporations to prevent excess profits being derived from government contracts. Even the Vietnam War was largely financed by a progressive surtax on incomes rather than by the transfer of a payroll-tax-generated Social Security surplus to cover the budget deficits.

If there is a grand theft from Social Security, it is a political and criminal crisis, not a financial one. The money was there. If it’s gone now, it’s because it was stolen—by Reagan and by the Bushes with Clinton and the Congress conveniently looking the other way.

TAKE THE MONEY AND RUN

This greatest theft of all time should be viewed in the broader context of the Reagan-Bush economic strategies over the past 20 years. These regimes have consistently planned to create as big a chronic federal budget deficit as possible.

These deficits fit into a larger, sleight-of-hand strategy by the owning classes to steal back the share of the wealth gained by organized workers and their unions—the fair wages and benefits won through strikes and collective bargaining.

It used to be that the owning classes would simply force workers peanuts, force them to work long hours in bad conditions and make no efforts to clean up the environment mess of their factories, mills and mines. But through collective action and legislative power, workers won better wages and conditions, an eight-hour day and pollution controls. So the owning class moved to sneaky ways of ripping off workers.

Under the Keynesian economic practices of the 1930s, 40s and 50s inflation was manipulated to erode workers’ wages. It kept workers and their unions constantly fighting for cost of living increases, but always a couple of steps behind, always losing most each time.

While effective, that strategy did not transfer enough wealth away from workers fast enough to satisfy employers.

That’s when the policies of tax cuts and huge deficits were developed and implemented by Reagan. Tax cuts, sold as ways to shrink government, were strategic in giving the wealthiest the biggest breaks, leaving workers to shoulder an ever-larger share of the cost of maintenance society. Military spending—huge contracts for a handful of large corporations—rather than productive needs, but one could question these without being accused of betraying our brave men and women in uniform. Social programs designed to support poor and working people were slashed. What from everything public to education to public transportation then falls for financial starvation, that is used as proof that government can’t run these functions. It becomes an excuse to privatize them, to take the remaining wealth and give it away to corporations to then use the former public wealth for private profit.

Those earlier targeted social serv-ices were really just appetizers. With most of them cut to the bone, the remaining main course meal is the only New Deal target of consequence left—American workers’ national pension fund. Wall Street has been drooling for years over the possibility of carving up Social Security. Now they are sharpening their knives, grabbing their forks, licking their lips and getting ready for the real feast.

While the $1.46 trillion surplus generated between 1983 and 2004 has already been stolen, there is still another trillion-dollar Social Security surplus expected to be generated between today and 2018. That’s their target. And the administration is counting on the $1.1 trillion, the radical right and Bush need to convince workers to roll the dice at the stock and bond casino called Wall Street in the form of 401(k)s and IRAs. The next financial crisis must be engineered first. Workers must be convinced that the way Social Security was covered over the last 70 years is no longer viable, and that it will never pay out. With his remarks earlier this year Greenspan fired the opening salve in that campaign, creating the appear- ance that Social Security—a crisis which Reagan, the Bushes, and their right-wing friends in Congress have been patiently engineering over the years.

The wealthiest capitalists of this country have never accepted the per-manence of the New Deal reforms of the 1930s, when concessions were made to American workers in return for the domestic government’s economic stability and growth. And in the late 1970s, it was part of his so-called “New (Domestic) American Revolution” to launch his second term, before it was cut short by Watergate and impeachment.

When he first entered office, Reagan made an attempt to raise the Social Security privatization flag, but by 1983 he had had to back off and settle for the payroll tax increases. The time was not ripe to try again to privatize Social Security. The Neocons in the Bush I administration resurrected many of Nixon’s New Deal-like programs, such as national health insurance, were quickly abandoned and replaced by schemes like managed health care. The policy focus of his administration then quickly turned to cutting social services, most notably welfare.

Now Bush and friends believe the time has come to privatize Social Security. However, the prospect of diverting retirement funds to Wall Street became much less appealing after the collapse of the stock market during the Bush II recession of 2001-03. Now they need once again to generate a phony crisis in Social Security to resurrect their campaign.

So the fight for the retirement hearts and minds of American workers is underway. The campaign of social services, the confrontation with the Bush “big lie” has been thrown into the crucible of struggles across the crap table of public debate, we do not yet know what numbers will come up—seconds or snipes or maybe none at all. We do not know if George Bush is re-elected in November, a radical restructuring of the entire retirement system in America will be at the top of his new domestic policy agenda. He will aim to privatize Social Security as we know it. And next up will be union-negotiated pension plans.
Local 40 breaks barriers

May 2004

10 •

Local 40 breaks barriers

Marine clerks Local 40 set a milestone for the ILWU Longshore Division April 14 by electing Martha Hendricks president. No longshore local had ever picked a woman to fill its top office before.

Hendricks, 43, has been an ILWU member for more than 23 years and served the union in many ways. “Our membership has so much confidence in Martha because she’s always participating, always looking for recognition,” said Dawn Des Brisay, a Local 40 executive council member who has worked with Hendricks for years. “You ask Martha to do a job and she follows through. She listens and she cares and you know you can trust her,” she said.

Hendricks started out in longshore as a clerk in Local 40, worked as a clerical worker and later as a union organizer. Hendricks has participated in the ILWU’s Washington, D.C. lobbying efforts as a member of CIRDC, and traveled to the grocery workers’ solidarity rally in Los Angeles this January with four other ILWU members from the Columbia River area.

Hendricks has been married to her husband James for 22 years, and they have a four-year-old daughter named Mariah. “Martha loves to cook and garden and raise her daughter,” Des Brisay said. “Even on the job, she’s interested in people’s lives. She’s just a very nurturing person.”

New fund will honor Phil Lelli

Friends and fellow workers of Phil Lelli have established a memorial fund in Phil’s name at the Harry Bridges Center for Labor Studies, University of Washington. It will help to educate the next generation on the values of labor solidarity and racial equality that he held dear.

Phil played a key role in establishing labor studies at the University of Washington and in supporting labor and ethnic studies at the University of Washington campus in Tacoma. The Harry Bridges Center for Labor Studies is honored to announce the establishment of the Phil Lelli Fund, a memorial fund in Phil Lelli’s name, to support labor and civil rights teaching, scholarship and outreach. The fund will support the scholarship of students and labor activists, provide outreach relating to labor and minority communities, especially in South Puget Sound; and support the teaching of labor and civil rights history.

Therefore be it resolved that Local 23 of the ILWU supports and urges other individual and organizations to donate to and otherwise support the Phil Lelli Fund with

Brooks and Watson honored

Labor against the war

More than 10,000 people marched along Market Street in San Francisco June 5 in the first of a new series of demonstrations against the Bush administration’s policies of war and occupation. As the election draws closer, even larger protests are planned.

Union members were prominent among the marchers, many mobilized by U.S. Labor Against the War. Since January, USLAW, a network that includes dozens of union locals and labor councils nationally, has been mounting a campaign for labor rights in Iraq. The organization has brought reports, videos and testimony of American unionists who have traveled to Iraq among them ILWU longshore Local 10 executive board member Clarence Thomas) into union halls in California, Washington, Michigan, Ohio, Maryland, Pennsylvania, New York, Connecticut, Massachusetts, Washington, D.C., and beyond. As a result, thousands of union members new and old are not just as a sign of violent conflict, but as a complex nation of 24 million people, with trade unions, political parties and civil organizations trying desperate to win back control of their country.

USLAW’s campaign highlights connections between the war abroad and Bush’s war on labor at home, through common policies such as a ban on union organizing (enforced within the Department of Homeland Security) and privatization.

USLAW is unmaking the occupation’s economic agenda, the hallmarks of which are privatizing Iraq’s state-owned factories and workplaces (still the employer of most Iraqi workers); enforcing salaries that begin at $40 a month for a worker in Iraq (among them ILWU longshore Local 10 executive board member Martha Hendricks) and enforcing within the Department of Homeland Security) and privatization. Privatization is the bedrock of his campaign. If the response across the country is any indication, unions increasingly see their own interest in opposing Bush both at home and in Iraq.

To contribute to the solidarity fund, or find out more information about labor in Iraq, go to the USLAW website: www.uslaboragainstwar.org

Martha Hendricks

www.ilwu.org

The ILWU re-designed web site has now gone live! Visit it for action alerts, updates of union activities and background information.

The site has a feature on the home page that will let you sign up to get political action alerts and union updates by e-mail. It also contains a “Members Only” section that requires a sign-in and password. To sign in, type “ILWU-member” where the site asks for a “User-ID.” The site will then prompt you for a password. Look on the mailing label on your issue of The Dispatcher to find your password. It will be the five characters following “PMD.”

The new site was paid for by the Longshore Division. Personnel resources are being allocated to keep it updated and to keep adding information that will be useful to members.

David Bacon

—David Bacon

Contact:

Harry Bridges Center for Labor Studies / University of Washington / Box 353560
Seattle, Wa. 98195 / p惦i@u.washington.edu / 206-543-7949

May 13, Local 23 of the ILWU passed the following resolution:

Whereas Phil Lelli spent his life supporting the labor movement, ILWU members and pensioners, and the community; and

Whereas Phil helped to found the Harry Bridges Center for Labor Studies at the University of Washington and served on its Visiting Committee, and initiated west coast pensions creating the Ernie Tanner Labor and Ethnic Studies Center in the old ILWU hall located at the University of Washington, Tacoma; and

Whereas Phil worked to expand labor and civil rights teaching, scholarship and outreach relating to labor and minority communities, especially in South Puget Sound; and

Whereas Phil believed in teaching young people history and values of labor solidarity in order to create a growing labor movement, equal rights, and social and economic justice.

Therefore be it resolved that Local 23 of the ILWU supports and urges other individuals and organizations to donate to and otherwise support the Phil Lelli Fund with.

Brooks and Watson honored

Labor filmmaker Maria Brooks received this year’s Elaine and Karl Yonedna Award from the Southwest Labor Studies Association’s Don Watson in recognition of her numerous films on workers and their unions. Watson, a retired ILWU ships clerk and 18-year chair of ILWU clerks’ Local 34’s executive committee, was himself also given the SWLSA Award for Distinguished Service to the Labor Movement at its 2004 conference in Tucson, Arizona April 29-May 1.

Brooks’ award-winning works include “The Men Who Sold the Liberty Ships,” “The Reindeer Queen,” “The Odyssey of Captain Healy,” “We Are the ILWU,” and “Pilebutts: Working Under the Hammer.” She has also won numerous awards for her stories published in The Dispatcher.

Karl Yonedna, an ILWU Local 10 activist, founded the Elaine Black Yonedna Memorial Award upon Elaine’s death in 1988 to memorialize the work of his companion of over 50 years in movements to further labor, peace, women, civil liberties and interracial understanding. Karl’s name was added to the award when he died in 1999.

Maria Brooks and Don Watson

Watson is also co-founder of the Bay Area Labor History Workshop, a long-time SWLSA member and officer and an active supporter of United Farm Workers campaigns. He serves as secretary of the Copra Crane Labor-Management Assn, and has always sought to combine union activism with the promotion of labor history. Some of Watson’s many other accomplishments are detailed in his oral history on pages 6-7.
Richie Mraz killed on the docks

by Tom Price

The rough and dangerous work on the waterfront claimed another victim May 1 when Richie Mraz died from his injuries. He was 38.

Mraz, a member of longshore

Local 13, was working as a clerk on the APL dock in the Port of Los Angeles April 13. Around 3:30 that afternoon he left the 1992 Dodge Dakota he was driving to check on a container. A small truck slipped into gear. Suddenly, a nightmare began. Mraz chased down the vehicle and attempted to get inside to stop it. In the process, he tumbled into the air and landed on the door and hurled to the ground.

Mraz was taken to the hospital where he was pronounced dead. His death is being investigated by OSHA and other authorities.

Forest Glenville, a Local 13 member who knew Mraz since grade school, said it was just like him to think of others. "He never thought of himself.

"That was just his nature," Gonzalez said. "He always expressed concern for the safety of his fellow workers.

Mraz was born in Van Nuys Calif. and moved to Pedro when he was two. He spent time as a casual and elevated to "A" status Feb. 5, 1999. "He was a softball player and he loved to travel, especially to Hawaii," his wife Adrianna said. "We made three trips there in one year.

Longshore Local 13's Ginny Sima worked with Richard and recalled a smile and happy man. "I got to know his family when his two sons went to school with my son John," she said. "Everybody liked him, and we raised $4,200 at our memorial dinner to compensate his family.

Mike Mitre, Local 13 past-presi
dent and International Executive Board member for Southern Calif., spoke of him at the recent Longshore Caucus. "Richard Glennie would like to take this time to dedicate this caucus to a kid named Richie Mraz," Mitre said. "He was a young and promising truck operator.

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- **ADR—Northern California**
  - Norm McLeod
  - 400 North Point
  - San Francisco, CA 94133
  - (415) 776-8363

- **ILWU WAREHOUSE DIVISION**
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