



The DISPATCHER

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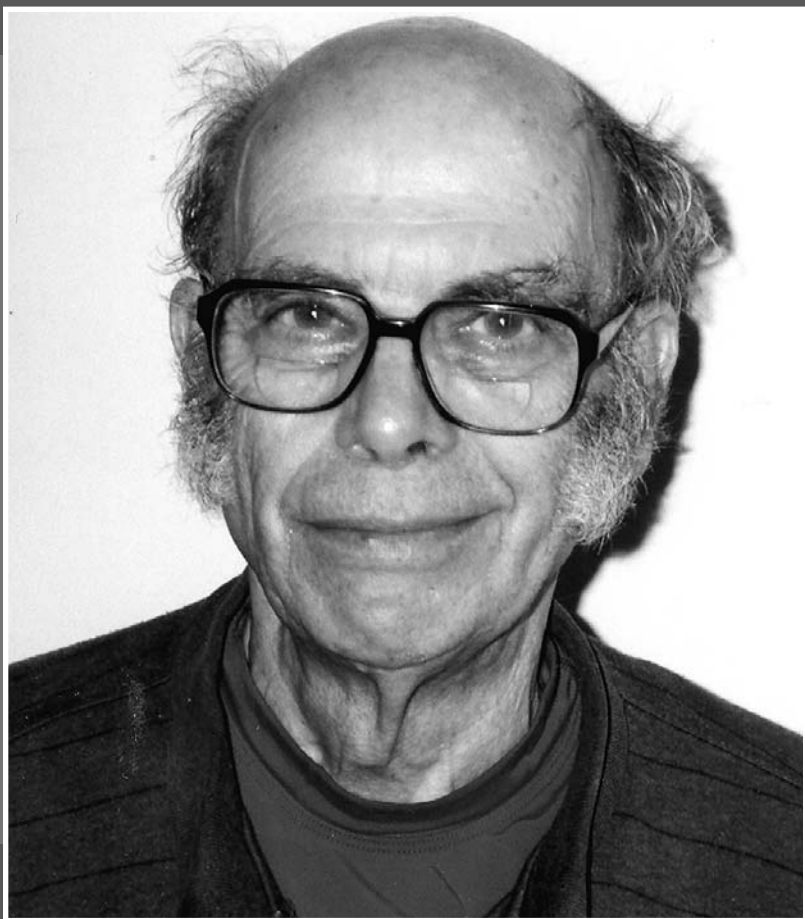


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Inside Line**Regime change starts here**

"Regime change starts at home," the bumper stickers remind us. But even if we succeed in redefeating 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 more recent horrors and the way they fit in the bigger picture.

The Bush administration recently signed off on another free trade pact, the Central American Free Trade Agreement (CAFTA). Basically CAFTA would extend NAFTA beyond Mexico to all of 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. Family members have been lost 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 the tax cut for 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—another Bush post-9-11 anti-terrorist initiative turned into domestic civil rights repression. It's bad 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 concerns are sacrificed to the gods of productivity and profit.

Empty containers aren't checked, container seals go uninspected and truckers 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.

And apparently so has the Bush administration. It has budgeted 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.

—Steve Stallone,
Editor

PRESIDENT'S REPORT**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 direction, 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 doesn't just come 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.

New Longshore Division members used to get lots of their 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 every day.

But the employers have used technology 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 our 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 both 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 unions.

The first LEAD Institute, held in Palm Springs, Calif. in 1998, focused on the importance of dissent and democracy in the union. In September 2003, again in Palm Springs, 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.

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 union. 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 and 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 knowl-

edge that fits their circumstances. The union's officers 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 our thousands of 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 servicing properly. We have got to conduct regular meetings with them to draw them into the union, starting out by talking safety 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.

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

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High costs, low pay spark port truckers action

by Tom Price

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 cans 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 shutting down 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 their business from the shippers of the containers. The truckers have an employee-type relationship with the companies, but the shippers hold the real power in the industry and set the rates for hauling the cans. The truckers want the shippers to increase the rates they pay to cover the increasing fuel and other costs.

The truckers' actions caused sufficient disruption that shippers and Port of Oakland officials met May 6 and agreed to a 30-day cooling off period. Many of the companies involved agreed to rate increases of about 20 percent, but it's not clear the drivers actually will see any of it. Some drivers, dissatisfied with the agreement, returned to the picket line the next day, and the port got a restraining order that day forbidding gate blockages.

Other ports around the country reported work stoppages. Truckers in Norfolk, Virginia shut down about half the port's capacity May 6.

While record-high fuel prices sparked the protest, other issues have



Striking truckers and their families march on the Oakland Port Authority office May 6.

simmered for years. The truckers want, among other things, a 30 percent basic pay increase, a fuel surcharge, an increase in pay for delay times and some way to bargain collectively. Many workers would like 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.

Federal law forbids driver unionization because the Dept. of Labor sees them as owner-operators, not employees.

"They're treated like peons, and I don't mean that in a negative way against them," clerks' Local 34 President Richard Cavalli said. "They're workers, tied to a boss without a real worker's relationship to an employer and without employee rights. They're told they don't have the right to form a union."

Under various court interpretations of anti-trust law, if they tried to bargain collectively, it would be "price fixing." The Teamsters have tried to help them out and have an organizing campaign underway.

"Port container haulers are the most exploited truck drivers in America," Teamster's Port Division Communications Director Ron Carver said. "They are essentially sharecroppers on wheels assuming all the risks of the business."

Trucker representatives from the East and West Coasts, Gulf Coast and Great Lakes planned to meet in

Washington, D.C. with Teamster officials June 13 to scope out their next moves.

Trucking deregulation began in the 1980s and was supposed to increase competition in the industry. But for port truckers, the competition was 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 shape-up system in the Big Strike.

"They have no leverage at all, except themselves," Teamsters Union International Vice President and Port Division Director Chuck Mack said. "They've been left to the mercy of individual bargaining against large companies. The results are a reduc-

tion in wages and elimination of benefits. Deregulation makes them bargain against big trucking companies, steamship companies and shippers. There's no way they have anywhere near equal economic power with those giants of the industry."

Driver Lara remembered his support for the ILWU during the lockout two years ago.

"Now we need support with what we're doing," Lara said. "We're barely making ends meet. If we can't make a living, we can't run the trucks. If we can't run the trucks you [longshore workers] can't do your work. If we can't make a living then you can't make a living. We need to strike so we can make a living, and get this country moving again."

Port truckers in a long battle for worker rights

Previous port trucker strikes produced mixed results. Truckers in Vancouver, B.C. blockaded the Canada-U.S. border back in June 1990, snarling container traffic for a week. Vancouver truckers struck again in July 1999 for a month. This time they came away with an hourly wage, an appointment system and improvements in efficiency that benefited everyone working at the port. But it was short lived, according to ILWU Canada President Tom Dufresne.

"The Teamsters did a heck of a job and we supported them," Dufresne said. "But it only lasted a month or so, then they were back to cutthroat competition that drove rates down. Now their rates are worse than they were in 1999."

Striking Canadian truckers met Aug. 14, 1999 with drivers in Seattle and Tacoma. Puget Sound area ILWU locals demanded the ports not handle diverted Canadian cargo. Two days later Puget Sound area truckers parked their rigs and didn't move for two weeks. Some drivers got rate increases, but the main problem remains—they can't negotiate enforceable collective contracts with the employers because legally they are considered independent owner-operators, not employees.

Truckers have been trying to improve their lot since trucking industry deregulation 20 years ago forced them to compete for the lowest pay. A weeklong strike in Miami by independent and ILA drivers got a small pay improvement in December 1990. Independent truckers got very little when they shut down large portions of container traffic in Houston, Galveston and New Orleans in April 1992.

Truckers shut down the Ports of Los Angeles and Long Beach by as much as 90 percent in November 1993 during an organizing drive with the Communications Workers of America (CWA). They formed a union company which ended up going broke, leaving pro-union truckers in the lurch. That failed attempt haunted further drives for years. Teamsters organized protests against high fuel prices and poor working conditions at the eight largest U.S. ports in February 2000, but the truckers still had no leverage.

"They deserve to be treated like human beings, not slaves," Dufresne said. "They have stood up for themselves, and they deserve to join a union."

—Tom Price



Veteran trucker Daniel Lara and son Cesar ask for support.

Tom Price

Tom Price

ILWU lobbies Congress for port security

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 trucker 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' TraPac 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 Ashod 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 production 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," USCG director of port security Rear Adm. Larry Hereth 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 Los Angeles, testified that federal funding for security is inadequate.

Hereth 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 to be banned and container inventories 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 funds into port security in each of the next five years. The bill, HB 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



Tom Price

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-filers 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 FTA, the extension of NAFTA into the entire Western Hemisphere, excluding Cuba. CAFTA has no provisions to protect jobs from unfair trade practices and no provisions for immigrant worker rights. It has no provisions to help Central American countries with debt relief and provides no means for workers or the public to have input into trade decisions.

The deal would also extend to Central American countries NAFTA's notorious Chapter 11 allowing foreign corporations to sue a sovereign nation if its laws hurt 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 give 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 strong opposition to the agreement.

"This 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 Wal-Mart store received \$2.8 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 employers and 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 passing resolutions to turn back these attacks, strengthen the union internally and build relations externally.

The Coast Committee, consisting of International President Jim Spinosa, International Vice President Bob McEllrath, and Committeemen Ray Ortiz Jr. and Joe Wenzl, led off the meeting with its report on the Division's overall work since the May 2003 Caucus. Then the committees, which are the Caucus' main working groups, elaborated on the work they did in their areas.

TECHNOLOGY

The Coast Committee reported that the Clerks' Technology Committee is continuing negotiations with the PMA to protect ILWU work. The PMA and the government have used the post-Sept. 11 emphasis on port security to try to shift work away from ILWU members.

Over the past year the employers have shown little desire to use union clerks for work created by new technology, according to Coast Clerk Technology coordinator Glen Anderson of marine clerks Local 52, who reported for the committee. In 16 technology arbitrations, the union won 11 to the employers' one, with two partial victories and two ruled outside of the arbitrator's jurisdiction.

The union has the right to all the yard and rail planning work, and has won arbitrations on both in the last year. Work at terminal control centers is also the union's work, but the employers continue to outsource it.

The contract mandates the employers must disclose all new technologies to the union before implementation, so the union can make sure they aren't being used to outsource its work. But the union discovered in February that some PMA member companies planned to put out a Request for Proposals (RFP) for a truck/container radio tracking system. These employers set up the West Coast Marine Terminal Operators' Discussion Agreement group, an organization outside the PMA.

The union took the matter to arbitration March 24, claiming the companies violated the contract by taking this action outside the union-employer technology framework in the agreement. Coast Arbitrator John Kagel ruled it was not a violation for the companies to put out an RFP for the technology, but warned that implementing the technology outside the framework would be.

"To fight the employer and win this battle we need our members to stand up and challenge an employer when he or she feels someone is doing our work," Anderson said.

WELFARE AND PENSIONS

The Coast Committee reported that federal regulatory agencies approved the way the pension increase negotiated in the last contract will be financed. Many retirees and survivors got benefits restored in the last year.

Coast Benefits Specialist George Romero emphasized the need to work for a single-payer health insurance system. The Welfare and Pension Committee recommended that the Caucus urge the AFL-CIO to conduct a national petition drive for single-payer and that the Coast Committee request the ILWU International Executive Board to do the same.

In a side letter attached to the

2002 contract, the PMA agreed to work with the ILWU to lobby for single-payer. A year and a half later the PMA has done nothing, although the Coast Committee continues to push them to follow through.

LEGISLATIVE ACTION AND PORT SECURITY

The Coast Committee praised the ILWU Washington, D.C. office and the Legislative Action Committee for their diligence during and since the 2002 negotiations and elections. They have followed through on several recommendations of the 2003 caucus by holding a rank-and-file legislative conference in D.C.; working to build Political Action Fund contributions to \$500,000 per year; and increasing Division participation in District Councils, the ILWU's local political action arms. The Coast Committee has done some lobbying in D.C., as recommended, and plans to do more. Arrangements for sending teams of rank-and-filers to key national electoral campaigns in October are being worked on now. The Coast recommended that another legislative conference 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 at the table. Since then 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 help prevent attacks.

The vast majority of cargo shipped to the West Coast goes 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 affected the drafting of legislation. Congress now looks to the union as one of the few experts on cargo handling and terminal operations. (See "ILWU lobbies Congress for port security," page 4.)

PUBLIC RELATIONS

The Coast contracted the Lincoln Crow public relations firm to conduct media trainings at the local level. Working with Lincoln Crow's Michael Perri, the Coast Public Relations Committee started a series of local workshops to train rank-and-file members as media spokespeople. The Caucus resolved to expand this approach in each area and ensure resources would be available.

Local 13 President and Coast PR Committee Chair Dave Arian reported that his committee also followed up on the renovation of the ILWU Web site, fulfilling an important mandate of the last Caucus. International Research Director Russ Bargmann demonstrated the redesigned site (www.ilwu.org) for the delegates.

JURISDICTION

Last year's Caucus commissioned research from the University of California's Institute for Labor and Employment on changes in the cargo-handling industry. At this year's Caucus, ILE Associate Director Peter Olney and four colleagues presented a rather sobering picture of the challenges and opportunities these changes create for the ILWU.

The last 20 years have seen a dramatic increase in the number of non-



Longshore Local 10's President Henry Graham (left, with bullhorn) and ILWU International President Jim Spinosa (right, with sign) joined Communications Workers of America Local 9410's Vice President Gayle Crawley (far right) at the CWA picket line in San Francisco May 21. The Longshore Caucus took time out from its meetings to rally with striking telephone workers. The four-day CWA strike against SBC saved employer-paid healthcare, maintained jurisdiction on high-tech jobs, and provided a 2.3 percent per year pay hike over the five-year contract. Crawley was glad to see 50 longshore workers show up with the Local 10 Drill Team. "It really showed our members what unionism is all about," she said.

union cargo-handling jobs as employers, including members of the Pacific Maritime Assn., shift work away from the docks and ILWU jurisdiction. They do this in various ways. They may establish off-dock "container freight stations," which handle stuffing and unstuffing containers, or they may spin off "logistics providers," which can arrange all phases of cargo movement, from planning to managing warehouses and distribution centers. These spin-offs are not bound by the longshore contract.

Adopting a resolution from marine clerks' Local 34, the Caucus committed to renew efforts to secure the lost work. The longshore and clerks' locals will collaborate with the Warehouse Division on these organizing efforts, and help bring the work into warehouse if it falls outside longshore jurisdiction.

Local 13's Joe Donato reported that a lot of ILWU jurisdiction had been lost on cruise ships. Non-ILWU watchmen often guard the ships, and crews often load their own ships.

The Caucus resolved to set up Coastwise cruise ship standards and discuss ways to resolve issues 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 8.)

EDUCATION COMMITTEE

The caucus gave a round of applause when Spinosa announced that the Coast 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 Brueckner 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 workshops in all four areas on the Coast last November and December on the 2002 contract struggle. Committee members and the Coast officers explained the issues and conflicts between the union and the employers and the need for continued political action and community relations work in preparation for the next contract.

The Education Committee is

working with the International Research and Education Dept. on a series of new seminars. (See President's Report, page 2.)

INTERNATIONAL RELATIONS

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

Familathe noted the employers see the union's connections with dockers worldwide and realize their strength. The deregulation, privatization and casualization that threaten dockworkers in Asia, Europe and Australia menace the ILWU as well, he said. In the last year, ILWU officers and rank and filers attended the Maritime Union of Australia's convention and a demonstration in Rotterdam, The Netherlands to march with dockers defending their jobs and jurisdiction. Familathe urged the Caucus to continue building stronger international relations in preparation for the upcoming 2008 contract struggle.

SAFETY

Coast Safety Committee Chair Mike Freese of Local 13 reported the committee had made progress on many issues. The committee continues to resist employer demands that longshore workers drive UTRs through the VACIS (Vehicle and Cargo Inspection System) radiation beam used to check container contents. The committee maintains that long-term exposure to the machine's gamma rays is unsafe.

The committee also leads the union's opposition to Vertical Tandem Lifts (VTLs), the dangerous practice of lifting more than one container at a time. The committee will present the union's position at OSHA hearings.

The Caucus passed a resolution requiring the use of bio-diesel fuel in an effort to fight environmental racism in port communities and protect workers from toxic emissions from petroleum diesel engines.

Budget Committee Chair Steve Hansen reviewed the Division's finances for the Caucus. The 2002 lockout and the contract negotiations dragging on for nine months devastated the Division's reserves. But, Hansen reported, they are well on their way to getting back on track.

The 'Old Left' and the Union: Do

Introduction by Harvey Schwartz

This is the third article in a series featuring ILWU veterans of the "Old Left" who were once active in the American Communist Party (CP). While historians have argued for years about whether Harry Bridges was ever a Communist, not many writers have seriously explored the contributions of ILWU members who actually were in the CP. The present series addresses this oversight.

Don Watson, the focus of this month's oral history, was a CP member between 1948 and 1956. One would be hard pressed to find a more dedicated adherent to the cause of labor. Watson retired from ship clerks Local 34 in 1993 after years of activist work for the ILWU and other unions, including the Marine Cooks and Stewards (MCS) in the early 1950s and the United Farm Workers (UFW) in the 1960s and 1970s. Today he is still helping the ILWU by assisting with the union's lobbying program at the California state capitol.

Watson chaired the Local 34 executive board for 19 of the 24 years he served on that body. He told me he usually became chair or secretary of any labor committee he joined. Given his integrity and resolve, it is easy to understand why. In 1996 he helped set up the Copra Crane Labor Landmark Association (CCLLA) in San Francisco to preserve an outmoded waterfront device as a monument to the city's work heritage. True to form, Watson has been the CCLLA secretary-treasurer ever since.

Don Watson has also long been an officer of the Southwest Labor Studies Association. Fittingly, this month he was given that organization's Award for Distinguished Service to the Labor Movement for his outstanding record of combining union activism with the promotion of working class history.

I interviewed Watson in 1994 and 2004 for the Labor Archives and Research Center (LARC) at San Francisco State University. Thanks to LARC Director Susan Sherwood for releasing that oral history for use here.

DON WATSON

Edited by Harvey Schwartz,
Curator, ILWU Oral History Collection

My father, Morris Watson, was a newspaper man. In the 1920s he worked for the *Omaha World Herald* and the *Denver Post*. I was born in 1929 in Evanston, Illinois. My father had a newspaper job there with the Associated Press (AP). Soon after I was born the AP sent my father to New York, where I grew up. In New York my father was considered one of the AP's best reporters. He covered major stories for the AP like the 1932 kidnapping of Charles A. Lindbergh's son.

In 1933 my father read an article by the famous columnist Haywood Broun, who said he wanted to organize a newspaper reporters union. My father heeded Broun's call and became one of the American Newspaper Guild (ANG) founders. He was also an ANG International vice-president.

During 1933 my father became the lead ANG organizer at the AP's New York office. In retaliation the AP put him on the "lobster shift" in the middle of the night. They fired him in 1935. So the ANG filed an unfair labor practice charge under the new National Labor Relations Act (NLRA). This became one of a group of cases that went to the Supreme Court and resulted in the NLRA being declared constitutional in 1937.

My father also became involved in the New Deal's Federal Theater Project. He directed "The Living Newspaper," a theater group that dramatized headlines as plays. This was quite an enterprise in the mid-1930s. Late in the decade my father became active in New York's left-wing American Labor Party. Consequently I got interested in politics and it became part of my development.

In 1942 Harry Bridges visited New York. He persuaded my father to move out to San Francisco that fall to become the founding editor of the new ILWU newspaper, *The Dispatcher*. I was 13 years old and Bridges was fascinating. He had this super-

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 1919 steel strike he'd been in. I thought Communists were good trade unionists and felt that I'd like to work along with them.

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 on. 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 guy named Randall called a special stewards 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 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 *Cleveland* returned to San Francisco. Screening was part of the government's McCarthy era program of denying employment to leftist seamen and even politically moderate maritime union activists. The program was administered by the U.S. Coast Guard.

While I was disappointed, 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 got a job on the *Lurline* run to the Islands. After the third trip about 15 of us were screened at once. We came down the gangplank and had our pictures taken.

The Coast Guard held hearings on Sansome Street in San Francisco to review screenings. I gathered six to eight stewards to come to my hearing. Some of them vouched for me. But the Coast Guard hearing officer just went through the motions.

I got involved with the Committee Against Waterfront Screening. Even though I was young, about 21, I was elected secretary. The committee chair was Albert James, a Black longshore leader from ILWU Local 10. We held our meetings at the MCS hall in San Francisco. People from the ILWU and other maritime unions came.

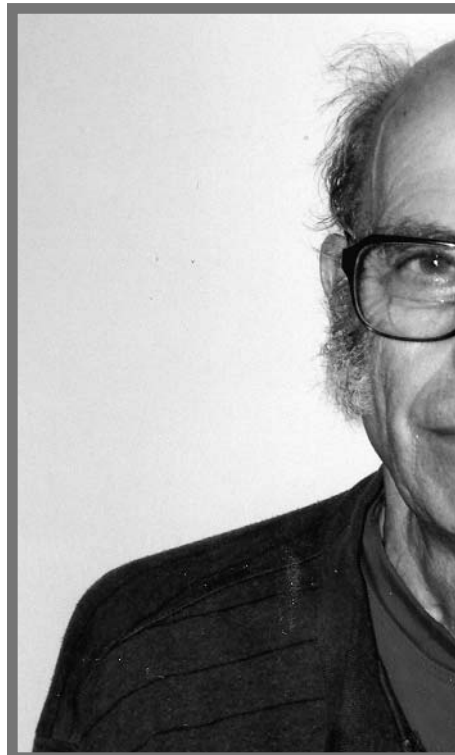
I did the day-to-day work for the committee. I've found through the years that whenever I got on a committee I usually became chair or secretary very rapidly. Generally this happened because nobody else wanted to do the work with as much devotion as me.

The big activity we had was a daily picket line at the Coast Guard headquarters. Every day I supplied the leaflet. One I wrote in early 1951 says, "Screening since July 1950 has denied thousands of maritime workers on both coasts the right to work." Sometimes I'd have a whole leaflet on some individual case. I also wrote about various ships cracking in two to show that the Coast Guard was spending more time screening seamen than working for safety.

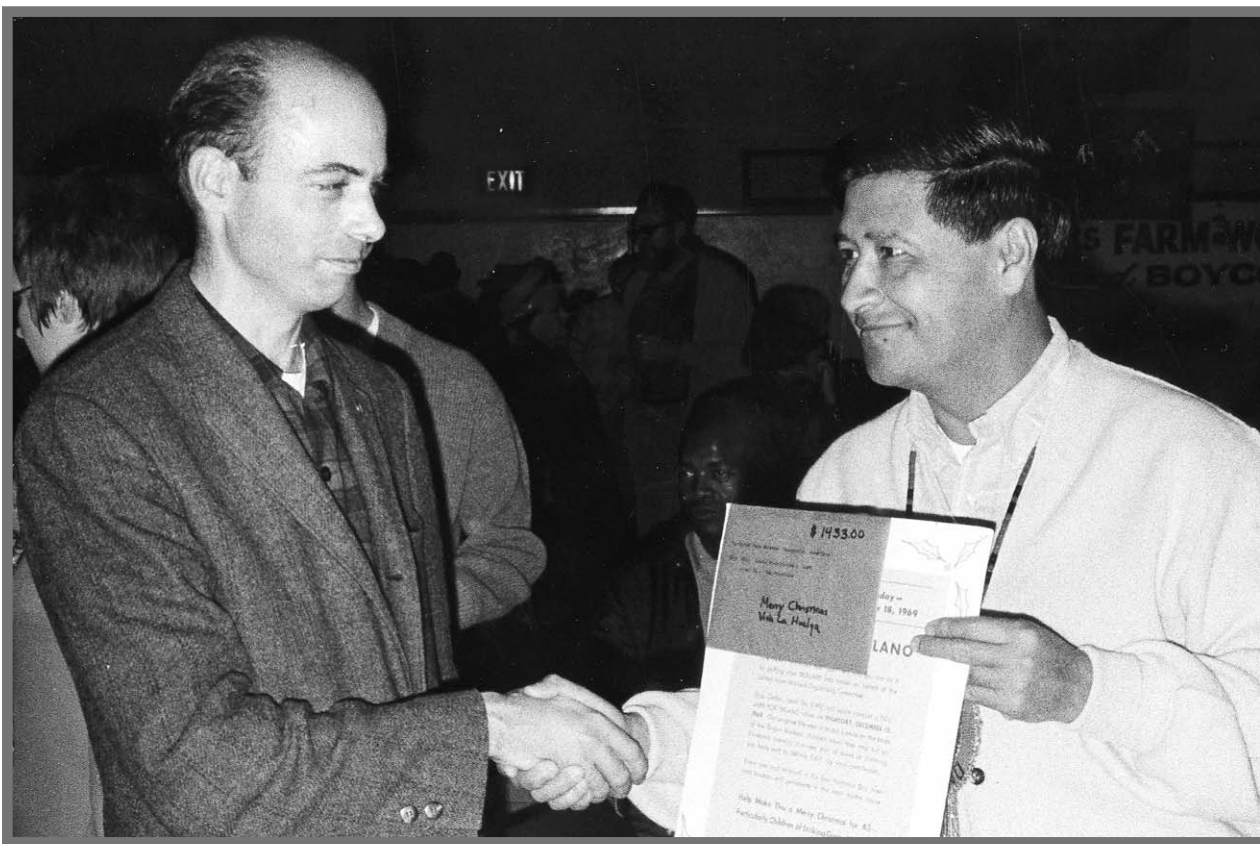
We kept up our daily picketing for months. Some of the screened seamen got longshore work. The dispatchers at ILWU Local 10 would call the MCS hall when they had extra jobs. For a while we even got dispatched out of the ILWU Local 2 ship scalers hall.

In 1951 I was drafted into the Army. I was sent to Fort Ord, California, for basic training. They had these "Information and Education" sessions, really political talks. This one guy described what he called the Communist conspiracy. He had a chart of this Communist octopus that was going after our country and Harry Bridges was a major portion of his talk. And I'm just sitting there.

I didn't discuss politics and I did all the marches and all the basic training. But that October I got a letter from the Department of Defense that contained what they called "derogatory information" about me and my parents. One charge said, "Your father is a Communist who has been active in



Don Watson

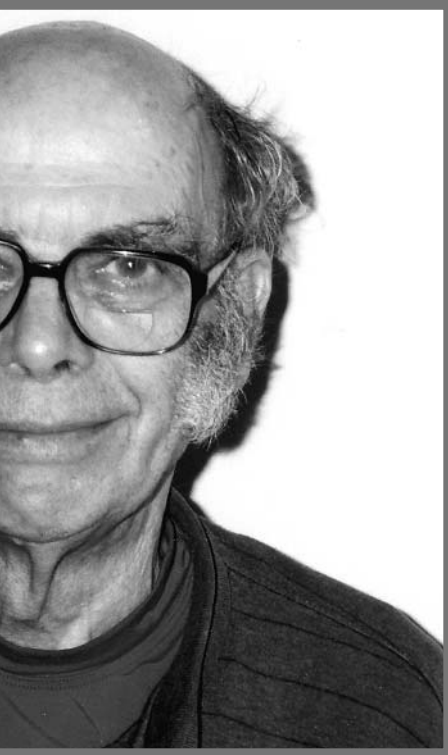


Don Watson presenting checks worth \$1,433 to UFW leader Cesar Chavez at Christmas, 1969. The money was a gift for farm workers' children. Watson collected \$993 from ILWU members on the piers and terminals of San Francisco Bay and Stockton, Calif. Clerks' Local 34 officially donated the additional \$500.

ILWU ORAL HISTORY
Volume IX

The 'Old Left' and the Union: Don Watson, Ship Clerk

Don Watson of Ship Clerks Local 34



Harvey Schwartz

Communist affairs since 1935.” They gave me 30 days to make a rebuttal in writing.

I went with my father to the attorneys for the ILWU and we did make a response. Part of it said, “If it is the policy of the U.S. Army to set sons against their parents, I do not intend to follow that policy.” Finally I was given a questionable “General Discharge under Honorable Conditions,” although I had done every assignment the Army gave me. Some years later, after a class-action suit, they sent me a revised “Honorable 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 Ironworks in Oakland, but 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.

In 1950 the MCS had been expelled from the CIO for its left politics. The National Labor Relations Board (NLRB) called a bargaining election in 1954, but removed the MCS from the ballot because the top MCS officers didn’t comply with the non-Communist affidavits then called for under the Taft-Hartley Act. To support their officers the members voted “no union.”

A new NLRB election was called the next year and this time the ILWU stepped in to appear on the ballot. The stewards voted ILWU. However, the NLRB allowed other West Coast unlicensed seamen to vote in the same election, burying the ILWU vote. During the campaign Bob Robertson, the ILWU vice-president, asked me to help with a stewards’ edition of *The Dispatcher*. I put a lot of effort into it, but all was lost due to the politics of the time.

In 1955 I decided I would like to be an ILWU ship clerk. I didn’t have a strong upper body, so clerking seemed better than longshoring for me. Emmett Gilmartin, the clerks’ assistant dispatcher, gave me a permit card. This saved me because the dispatcher, Jim Roche, did not like screened seamen. But Roche was on vacation. When he returned Roche dispatched me anyway, although I was not his favorite.

There were many types of clerk jobs in the mid-1950s. Every ship had a different amount and kind of cargo. Today most of the work involves containers. But the time I’m talking about was even before the extensive use of palletized loads and lift trucks, which became the dominant features on the waterfront in the 1960s.

In unloading 1955-style the clerk told the longshoremen where to put the cargo. A ship’s crane would unload sling loads of cargo from the hatch to the dock where they would be placed on a series of four-wheel trucks. These four-wheelers were attached to a vehicle called a “bull.” The bull driver would haul the four-wheelers inside the dock where longshoremen would grab cases and put them where the clerk instructed.

At times there would be a cornucopia of goods for us to sort. We used to have piles of boxes all over Pier 29 of various sizes and types. The dock would end up looking like a Woolworth store. We had to build aisles or put small lots of cargo back-to-back or put large lots in piles. You had to figure out how much space was needed and where to put things. If you did it wrong, everybody would come down on you.

A major part of the job was receiving and delivery of cargo on and off trucks and rail cars. A clerk supervisor at the front of the dock would assign an arriving Teamster to drive to a section where he loaded or unloaded. When a clerk received cargo he counted it carefully. Then he would chalk mark the pile, including his count and the name of the loading ship.

In 1955 Jim Roche was the power in Local 34. He was the clerks’ dispatcher who did not like screened seamen. Roche didn’t like Black people either and wouldn’t dispatch them. He was a baseball fan. He was known for bringing in White ex-ballplayers and dispatching them to jobs.

An opposition faction arose around Jim Herman when Roche got sick about 1960. This was when Herman emerged into leadership. He was very articulate, lined up a following and got elected local vice-president and then president. He made some dramatic changes, like seeing that a good amount of Blacks came into the local. I was in a lunch group that supported Herman in the early 1960s.

About this time I got active politically in the California Democratic Council (CDC). I’d left the Communist Party in 1956 after Khrushchev’s famous speech criticizing Stalin was followed by the Russian invasion of Hungary. That told me the Party was not going to change. I felt relieved by my decision, which actually came when the CP wanted to advance me toward leadership. Instead I joined the Young Democrats and then the CDC. In both organizations we backed the election to public office of up and coming candidates like Phil and John Burton and Willie Brown.

Around ’62 the ILWU set up its own political group, the West Bay Legislative Committee. Bill Chester was the chair. I was elected vice-chair because they wanted a clerk in the post. In the late 1960s I ran for election to the Local 34 executive board. I made it on the second try and served for 24 years, including 19 as chair.

Jim Herman and I were both from the MCS and had fought the screening program. We also both actively supported the farm worker union movement in the 1960s and that became the basis of our relationship. In the mid-1960s Whitey Kelm and Herb Mills of Local 10 started a five-dollar-a-month club in support of the farm workers organizing drive.

I’d met Dolores Huerta, the vice-president of the United Farm Workers (UFW), and had been impressed. I joined the club. It lapsed and I started it up again. Herman was very helpful and the local gave me sort of an official status.

Starting in 1967 or ’68 Local 34 had yearly Christmas collections for the UFW. As the head of this effort I’d go around to every pier on the waterfront and collect money from the clerks and longshoremen. The overwhelming majority gave. This continued into the mid-1970s. We also had a monthly labor caravan that brought food and money to the UFW headquarters in Delano, California.

I was so involved with the UFW that I became 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.

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 payback. 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 such 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 returned me to an interest in labor history. I did research papers on fruit tramp shed 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 farm worker history led me to co-found the Bay Area Labor History Workshop (BALHW) in 1980 with a scholar and UFW volunteer named Margo McBane. 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 the BALHW is still going strong today.

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 ongoing privatization, deregulation and huge tax cuts for the wealthy, along with growing state and national deficits, all of which hurt working people. That’s why I’ve decided to continue to offer my lobbying skills to help the ILWU program in Sacramento.



Members of the ILWU Northern California locals, auxiliaries and pension clubs at a 1970 demonstration in San Francisco to support the famous UFW grape boycott. They presented Safeway with a petition demanding that table grapes be removed from store shelves until the UFW’s demands were met. Don Watson is in the center standing next to ILWU Auxiliary activist Elaine Black Yoneda.

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Dispatcher file photo

Family effort ties down new Alaska longshore work

by Marcy Rein

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 jurisdiction.

“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 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 new private 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. The



Front row (L to R) Tim Footman, ILWU Canada, Ken Anderson, ALD Unit 60-W; Dennis Young, ALD Committeeman. Middle Row (L to R) Jamie Rose, ALD Unit 60; Joe Donato, Local 13; Larry Hansen, Local 19; Josh Covey, Ken Cox, Don Stevens, Bill Copeland, and Kirk Loeffler of ALD Unit 60-W. Back Row (L to R) Chuck Wendt, Intl. Organizer; Ted Hermach, Ron Gramh, Scott Hutchinson, and Chris Haynes of ALD Unit 60-W.

Gray’s Harbor bulks up



Jeff Jewell

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 slumping 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, the world’s largest farmer’s co-op, to make it happen. AGP owns the facility and contracts with the port to run it.

“For the last five years, this project was the number one priority,” said Port Finance Director Mary Nelson. “We gave it our undivided attention.”

The Port sank \$5 million into revamping an under-utilized terminal. It fixed the foundation, upgraded the fender system on the docks and put out new mooring “dolphins,” the platforms and pilings the ships tie up to.

AGP spent \$10 million customizing the terminal to handle bulk farm products such as soy meal, corn gluten meal and beet 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 \$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 ships’ services.

—MER

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 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 playing coy about who would do the Whittier 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 new work would go to commuters from Seward. Built as a beachhead when the Japanese attacked Alaska during World War II, Whittier perches on the sea side of a mountain, reachable only by a one-way tunnel that changes direction every half-hour. Cruise lines docking there in the 1980s brought little benefit to the town’s 180 year-round residents, said Don Stevens, secretary-treasurer and dispatcher for the new local, Unit 60-W of the ALD. But once it was clear that local people would get work, there was no real issue.

“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 the benefits of working ILWU. Months 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-W.

“I’ve been working with Jamie Rose from Seward for 10 years trying to get us in the Longshore Division,” said Unit 60-W 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: Joe Donato, Tony Winstead from longshore Local 10, Larry Hansen from longshore Local 19 and Tim Footman. They got to Whittier 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-W foiled Princess’ attempt to exclude the union by dispatching the Jurisdiction Committee members to work the first shift. They worked alongside the 60-W regulars, showing them how to work the ship and hold the line.

“Princess tried to have 30 crew members bring luggage off,” Hansen said. “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 talked the local guys through the process. Two stayed in Whittier for the next cruise ship call a couple of days later—and all four donated their wages from the shifts they worked to help build the new local’s treasury.

Princess backed off its refusal to let union reps on the docks, but two jurisdiction issues have already gone to arbitration. The cruise line insists that its crew should sort baggage in the warehouse after the ILWU unloads it, and that forklift operators can simply be shifted to baggage handling. Unit 60-W disagrees on both counts.

“If it’s a fight, we should fight,” Hermach said. “That’s what the guys from the Coast told us.”

Learning to work with the ILWU contract has challenged the new local.

“There’s no comparison in the amount of self-management in this contract compared to the IBU,” Stevens said. Under the longshore contract, the union rather than the employer does the dispatch, and worksite beefs get addressed on the spot instead of being sent down to the IBU office in Seattle.

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

Whittier 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

Federal 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 declare—yet again—that the Social Security system was approaching a financial crisis and would soon go broke. Social Security benefits, he claimed, would have to be cut, and the retirement age at which workers could begin receiving benefits would have to be raised to as high as 70.

This is the same Alan Greenspan who headed an Emergency Presidential Social Security Reform Commission for then-President Ronald Reagan in 1983. Back then 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. Today earnings up to \$87,900 a year get taxed at 12.4 percent.

The direct result of the 20-year rise in payroll taxes since 1983 has been to generate a Social Security surplus of \$1.46 trillion dollars. With that much surplus, how can Social Security again be on the financial ropes?

It's not because benefits were increased dramatically over the years. There has been virtually no significant increase in Social Security benefits the past 20 years. It's not that 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 1945-1955 were alive in 1983 and are around today. So where did all that money go?

The answer reveals the biggest financial scandal in 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 taxpayer bailout of the corrupt savings & loan industry under Reagan and Bush I during the 1980s. It dwarfs the costs of the current Enron-corporate rip-offs and scandals under Bush II.

The \$1.46 trillion surplus built up by workers seeking to ensure some minimal retirement security has been 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 offset chronic annual federal budget deficits. These deficits total approximately \$4 trillion from Reagan through George W. Bush. About \$2.9 trillion of this went to tax cuts for the rich and for corporations. The rest paid for a doubling of military spending by Reagan in the 1980s, two Iraq wars, the war in Bosnia and the current phony War on Terrorism.

In other words, American workers and families have been paying



indirectly 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 everyone in America.

The incredible magnitude of this heist 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 crisis in 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 consciously 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 pay workers peanuts, force them to work long hours in bad conditions and make no efforts to clean up the environmental 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 employers moved to sneakier 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 more 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 structured to give the wealthiest the biggest breaks, leaving workers to shoulder an ever-larger share of the costs of running society. Military spending—huge contracts for a handful of large corporations—ran up monstrous deficits, but no 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. When everything from public education to public transportation then fails due to 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 that then use the former public wealth for private profit.

Those earlier, targeted social services 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—the 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 additional \$1.1 trillion surplus expected to be generated between today and 2018. That's their target.

In order to get their hands on that \$1.1 trillion, the radical right and Bush need to convince workers to roll their retirement dice at the stock and bond casino called Wall Street in the form of 401(k)s and IRAs.

But for that to happen, a crisis must be engineered first. Workers must be convinced that the way Social Security has been structured 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 salvo in that campaign, creating the appearance of a new financial crisis in Social Security—a crisis which Reagan, the Bushes, and their right-wing friends in Congress themselves have been patiently engineering over the years.

DISMANTLING THE NEW DEAL

The wealthiest capitalists of this country have never accepted the permanency of the Roosevelt New Deal reforms of the 1930s, when concessions were made to American workers in a time of depression. Social Security was the touchstone program of these concessions, of the New Deal itself.

Nixon talked about undoing the New Deal in the early 1970s. It was part of his so-called "New (Domestic) American Revolution" he planned to launch in 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 to back off and settle for the payroll tax increases. The time was still not quite right to pull it off.

The Neocons in the Bush I administration resurrected many of Nixon's plans on paper, but got distracted by the first Gulf War, the recession and the one-term stand of their patron.

As president, Bill Clinton slowed down the drive to privatization, but could not stop it. Clinton's initial efforts to resurrect New Deal-like programs, such as national health insurance, were quickly abandoned and replaced with doomed policies like managed health care. The policy focus of his administration then quickly turned once again to cutting other social services, most notably welfare.

Now Bush and friends believe the time is ripe to try again 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 sowing misrepresentations and confusion has begun, and yet another Bush "big lie" has been thrown into the ring. Like loaded dice rolling across the crap table of public debate, we do not yet know what numbers will come up—sevens or snake eyes.

What we do know is that 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 eliminate Social Security as we know it. And next up will be union-negotiated pension plans.

Jack Rasmus is chair of Local 3 of the National Writers Union, UAW 1981, AFL-CIO. To purchase books, plays, and videos on Labor by Jack Rasmus visit his website at <http://kykloproductions.com>

SOCIAL SECURITY THEFT (IN \$BILLIONS)

Year	Social Security Surplus	Deficit Before Surplus	Deficit After Surplus
1984	\$0.3	-\$185.7	-\$185.4
1989	\$52.8	-\$205.2	-\$152.4
1994	\$55.7	-\$258.9	-\$203.2
1999	\$123.7	\$1.9	\$125.6
2003	\$163.5	-\$467.6	-\$304.1
ALL YEARS 1984-2003			
TOTAL:	\$1.464 trillion	-\$3.977 trillion	-\$2.513 trillion

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 without looking for recognition," said Dawn Des Brisay, a Local 40 executive board 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 Local 8, receiving her "B" registration status in January 1981 and her "A" status in February 1989. Six years later, she transferred to Local 40.

Since joining Local 40, Hendricks has served on the Balloting

Committee, the Labor Relations Committee, the Executive Board and the Columbia River District Council (CRDC). She became vice-president of the local in December 2003, and was elected president in a special election held this April.

"Notwithstanding Martha's commitment to her family and her work as a clerk in Local 40, she vigilantly volunteers her time for picket duty, attending meetings and rallies and traveling around the country as an ILWU representative," said Local 40 Business Agent Kevin Clark. Hendricks has participated in the ILWU's Washington, D.C. lobbying efforts as a member of CRDC, 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



Martha Hendricks

said. "Even on the job, she's interested in people's lives. She's just a very nurturing person."

—MER

www.ilwu.org

The ILWU's 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 "PWD."

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.

Labor against the war



David Bacon

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 now 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 now see Iraq not just as a scene of violent conflict, but as a complex nation of 24 million people, with trade unions, political parties and civil organizations trying desperately 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 unmasking 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 to attract investment from foreign corporations; and imposing a 1987 decree banning unions in state-owned plants, while prohibiting advocacy leading to "civil disorder." In December coalition troops arrested leaders of the Iraqi Federation of Workers' Trade Unions and the Union of the Unemployed (affiliated to the Federation of Workers Council and Unions of Iraq). Troops even threw the IFTU out of its Baghdad offices.

"If this is what the occupation means, I can understand why Iraqi unions don't want it," a worker at one meeting remarked.

U.S. unionists have responded and the USLAW campaign for solidarity with Iraqi labor has raised \$10,000, giving half to each of the two federations.

Some in the labor movement argue that unions will lose the November election if they talk about the war, but USLAW contends labor can't duck this fight. National security has been the justification for every Bush anti-labor attack, and it 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.uslaboragainstawar.org

—David Bacon

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 named him as its outstanding community supporter in 2003.

This fund will support labor and civil rights teaching, scholarship and outreach. It will especially support, but is not limited to, labor and ethnic studies in South Puget Sound.

On 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 his 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 pensioners creating the Ernie Tanner Labor and Ethnic Studies Center in the old ILWU hall located at the University of Washington, Tacoma; and

Whereas Phil wanted 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 within the Harry Bridges Chair for Labor Studies of the University of Washington.

To support the fund to honor Phil within the University of Washington, please contact:

Harry Bridges Center for Labor Studies / University of Washington / Box 353560
Seattle, Wa. 98195 / pcls@u.washington.edu; 206-543-7946

Brooks and Watson honored

Labor filmmaker Maria Brooks received this year's Elaine and Karl Yoneda 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 Sailed 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 Yoneda, an ILWU Local 10 activist, founded the Elaine Black Yoneda 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 Landmark 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.



PEOPLE

Local 500's Ed 'Scottie' Glennie passes

by Peter Haines, Local 500

Edward MacMillian Glennie (Scottie) died on March 18. He was 74. He retired from the Vancouver waterfront October 1995. Ed wasn't a past president or secretary-treasurer. He had served on the Local Executive, but for all of his career on the beach he was a rank-and-filer. He had worked in the Canadian Stevedoring gear locker as a splicer and his last years were spent driving lift truck out of the dispatch hall.

We had a service for Ed on Tuesday, March 23 in the auditorium of our union building, the Maritime Labour Centre. More than 500 people from all over the world and from all walks of life attended. What was so special about this longshoreman that he would have such a send-off?

The first thing you would notice about Ed was his smile. A soon as you were introduced he would make you feel that he really appreciated that he had the opportunity to meet you. And when you got to know Ed, you realized that you were the fortunate one to have got to know him.

Ed was born on the Isle of Lewis in the Outer Hebrides, off the north-west coast of Scotland. He went to sea when he was 16, just after WWII. In 1952 he jumped ship in Vancouver and, after many other occupations (and dodging Immigration), he got a job in the Canadian Stevedoring gear locker as a lockerman and a truck

driver. At that time the gear lockers were not organized. Ed and others worked to get the lockers covered by the ILWU. They were successful.

Ed was always a vigilant enforcer of our rights under the collective agreement. In the 1960s teamsters were doing pick-ups and deliveries on our docks, using our fork lifts to load and unload their trucks. Ed got the business agent working on this violation of our jurisdiction and ultimately we got control of this work. To this day truck drivers stay in the cab of their trucks except to unlash or lash their loads.

But Ed was much more than this. He was known far and wide as Scottie and on his business cards as the "Knotty Scottie." The day after his death, it was announced on Stornoway Radio. Stornoway is the capital of the Hebrides.

He was a poet and an artist with rope and knots. He wrote poems when guys retired and eulogies in verse when they died.

In 1997 his friends collected his poems in a book and it was 90 pages long. Many of us have the monkey-fist key chain Ed made hanging out of our jeans pockets.

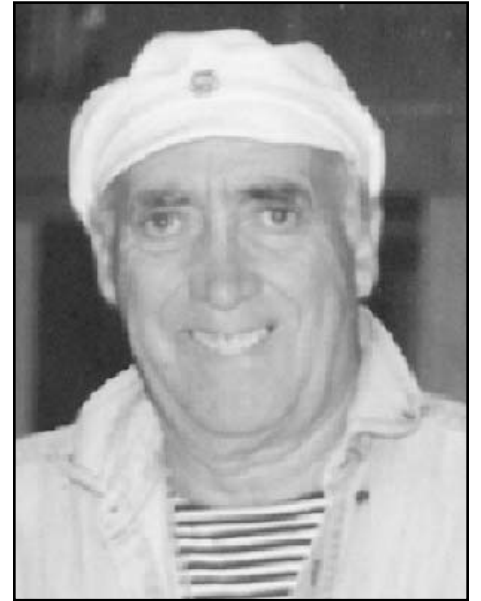
However, what Ed was best known for was his ability to tell a yarn over a beer or a glass of Glenlivet down the hill from our union hall in the pub at the Princeton Hotel, "the Prinnie."

"Down in the Eastend
Close to the docks
There's a friendly little ale house
Where you meet some friendly folk
It's listed as the Princeton
But called the Prinnie by its guests
With a staff of kindly waiters
Who greet you with smiles and jest."

Ed told tales of his travels as a seafarer and the brawls and the women he had met as he traveled around the world. There were longshore stories and stories of some of the interesting characters he had known, and he knew a lot of people. He would get to know every newcomer to the pub. And every new girl got introduced with a hug from Scottie.

Scottie would be in the pub till late at night, as long as there was someone to listen to his tales. But next morning he'd be up early tying a few monkey-fists and doing the crossword puzzle. He never seemed to have a hang-over. Ed was always happy because he saw the connectedness of all things. Life had meaning and he passed along his understanding.

"We've all at times been knotted, tied and sometimes spliced
And often fouled with griefs and gripes
Pulled and heaved and wrapped around
Ashore, adrift and hard aground.
And through it all with tensile strength
You utilized its very length.
But the best rope when often used
Will weaken some and its strength will lose."



Ed "Scottie" Glennie

His poems about people were some of his best. He had the ability to capture the essence of a person in a few rhymed lines so that everyone could recognize the subject. And always with a little humor.

"Bert had the touch of a surgeon's class hands
To check all the crate contents before it hit
land
All of the gang would admiringly look on,
Before all the goodies were drank and all gone.

All this was done to protect the public, you
know
How else do you find what is hid in the stow?
Bert would lift and smell it, then take a wee
sip
The rest of the grog swept over the lip,
He'd squint and he'd swear and throw down
his hat
And shout "Open another,
I'll have four bottles of that."

Scottie never aspired to high elective office in the local or the Area. He was a rank and filer all the way. However, the turnout to see him off was as great as I've ever seen for many of our late distinguished leaders.

We had the Rev. Pike from the Mission to Seafarers say a blessing. The piper, Mike MacInnes, played "The Flower of Scotland." Scottie's cousin, Alex MacLennan, sang one of Ed's poems that had been put to music, accompanying himself on a guitar. The packed hall was silent as we listened. Then there were speakers remembering the varied aspects of Scottie's personality.

It made me think that we had a genius in our midst and really didn't appreciate what we had. I drank a few beers with Ed down at the Prinnie and listened to his stories and laughed when his lovely wife Sandra would say, "Edward, Peter's heard that story a thousand times."

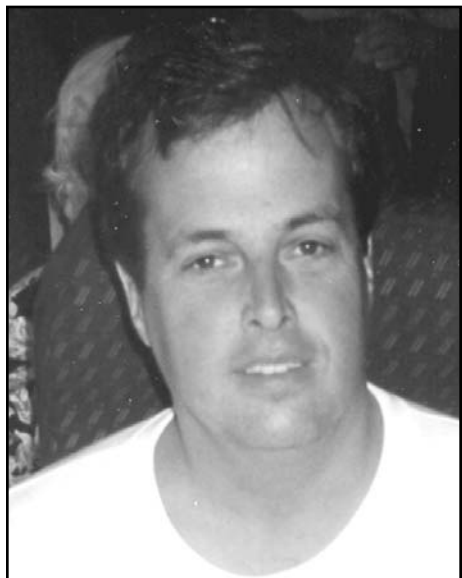
So, to all of you that have these gems around you, give heed to what you have. Don't wait until it is too late.

Richie Mraz killed on the docks

by Tom Price

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

Mraz, a member of longshore



Richie Mraz

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. Somehow the truck slipped into gear. Seeing it might cause serious injuries, Mraz chased down the vehicle and attempted to get inside to stop it. In the process, he was hit in the head by the door and hurled to the ground.

Mraz was taken to the hospital where he briefly regained consciousness. Then his brain began to swell and he went into a coma from which he never recovered. The accident is still under investigation by OSHA and other authorities.

Richard Gonzalez, a Local 13 member who knew Mraz since grade school, said it was just like him to think of others and try to stop the truck.

"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 San 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 smiling 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 membership meeting for his family."

Mike Mitre, Local 13 past-president and International Executive Board member for Southern Calif., spoke of him at the recent Longshore Caucus.

"I would like to take this time to dedicate this caucus to a kid named Richie Mraz," Mitre said. "He was a relatively young guy, but he was a guy who lived and breathed the union. He just embodied everything that Local 13 and the ILWU stands for."

Mraz is survived by his wife Adrianna, his daughter, Addison, 14 months, and two step sons, Joe, 14 and Roy, 13.

Longshore retired, deceased and survivors

Recent retirees:

Local 8—Donald Noonan; **Local 10**—Donald Bard, John Jung; **Local 13**—Robert Zack, Billie G. Nelson, Harry R. Callas, James Fox Cibiel, Frank V. Fernandez; **Local 19**—Jack Fairbanks, Roy Cutchlow, Albert Pitzen; **Local 23**—James Lapenski, Frank Matesa; **Local 24**—John H. Munoz, Jennings Church; **Local 34**—Richard De Voe; **Local 46**—Ruben Zavala; **Local 63**—Lawrence A. Martinez, Raul A. Madrid, Alfonso Nuno; **Local 98**—Albert L. Collins.

Deceased:

Local 4—Ronald Bernhardt Sr. (Ruth), James Benjamin (Jamie), Jack B. Taylor; **Local 8**—Milton Gordon (Darla), Norman Kittleson, Edward Peterson (Audrey), Joseph A. Nagorski, Ray Lichtenwald; **Local 10**—Alfredo P.

Corpuz (Tereza), Ronald Graves (Shirley), James P. Montana, Joseph Marsigli (Mary), Raymond Arnold (Frances), Horace Ransom (Ethel), Lee Patrick (Lucretia), David Washington (Eartha), Willie Christopher (Alcy), Howard Lathan, Edwy Safford; **Local 12**—Robert Colton (Dorothy), Kenneth Ueland; **Local 13**—William F. Perich (Simona), Paul R. Montano (Irene), Fernando Granich (Sylvia), David Giacoppo (Debra), George Kusumoto, Art Shortridge, Victor Grgas (Geroldine), David E. Garcia, Pete Salas (Enriqueta), Paul McMahan (Ozell), Ralph Palumbo Jr. (Sophia, Steven and Salina), John Salas (Cecilia), Donald Page, Izidor Brunac, David Gjetley; **Local 19**—John Ugles (Molly), John Piksa, Francis Yearka, Arthur Johnson (Betty), Lawrence Kirkmeyer, Antonio Bussanich, Raymond

W. Stanley; **Local 21**—Ronald Coulombe (Betty); **Local 32**—Dale Toso (Linda), Byron Crabtree Jr. (Elizabeth); **Local 34**—Asher Harer (Ruth), Louis Garitano (Josette); **Local 47**—Henry W. Watson (Avis); **Local 51**—Sigfrid Johnson; **Local 52**—Robert Pierce (Elizabeth); **Local 54**—Robert Gadow (Geraldine); **Local 63**—Charles Hansen (Oleta), William Gettman (Claire), Bertis Pace Jr.; **Local 75**—Albert Schreier; **Local 91**—Andrew Rousey; **Local 94**—Earl Moore (Dorothy), Floyd Bates Jr. (Cynthia). (Survivor in parenthesis.)

Deceased survivors:

Local 8—Bernardine Ems, Mary G. Blake, Martha Johnson, Lauree Blydenstein, Leone Seagren; **Local 10**—Evelyn Lannge, Signe Holberg, Mary T. Baca, Annie Morris, Julie J. Johnson,

Clara Lee, Dorothy Rontani, Porter Rice, Dorothy Hamilton, Frances Marks, Gladys Caldwell, Helen Mineke; **Local 12**—Bertha Albro, Martha Hudson; **Local 13**—Louise Gyerman, Selma Tyler, Dorothy Burks, Louise Givens, Inez Holiman, Thelma Swalin, Vera Trani, Felicitas Venegas; **Local 14**—Mary Karlich; **Local 18**—Maxine Victor; **Local 19**—Caroline Kinsella, Ichiye Wirth, Dorothea Schutt, Edith Green, Ann Caddy, Jo Anne Hansen; **Local 21**—Geline Berglund; **Local 23**—Loma Seavey, Olga Strauss, Dorothy Ferch; **Local 29**—Mary Dutra, Maria L. Gonzales; **Local 47**—Wanda Griggs; **Local 50**—Nancy Loukkula; **Local 54**—Esther Gandarela; **Local 94**—Lauretta Papoff; **Local 98**—Ruth Vandeventer, Nora Helm.

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