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eople and social movements can never really predict what will happen as a result of their concerted efforts for causes they wish to further. Events ensue, spin out of control, backfire and turn into their opposites.

When Richard Nixon’s henchmen recommended that Watergate, they never thought they were bringing down a U.S. presidency. Congress, in the same time line in the U.S. labor movement, never meant to do that. Who knew? Most likely, not them.

The irony here is that in a free market, China is the winner because of its central control of the national economy. And because—so far—it has been able to contain its working class under repressive laws that all eliminate unions and keep wages among the lowest in the world. Turns out all those Senators and Congressional representatives who voted to join the World Trade Organization (WTO) and to sign off on all those free trade agreements on all those free trade agreements never meant to do that. Likewise, the architects and advocates of global free trade never intended to destroy control of the U.S. economy. But like the fabled Dr. Frankenstein, their experiments have created a monster they can’t stop terrorizing their global village.

That monster is China. And the irony here is that in a free market world, China is the winner because of its central control of the national economy. And because—so far—it has been able to contain its working class under repressive laws that all eliminate unions and keep wages among the lowest in the world. Turns out all those Senators and Congressional representatives who voted to join the World Trade Organization (WTO) and to sign off on all those free trade agreements were actually working for China. Who knew? Most likely, not them.

All the free trade agreements and the explosion of seaborne international trade has had another unintended effect. U.S. West Coast ports, already booming from being on the receiving end of the world’s busiest trade route, are now experiencing their largest and most consistent increases ever. Ports are expanding and work opportunities are growing on docks up and down the West Coast (see story on pages 4-5). New terminals are being built, the Coast Committee, composed of myself, International Vice President Bob McBeth and Coast Committeemen Tony Ortiz Jr. and Joe Wenzl. Together we make sure there is accountability and unity in direction. But this much work and this much responsibility can only be carried by many shoulders.

The committee structure, with its many openings dealing with so many different parts of the union’s activities, gives many rank and file members the opportunity to get involved in the life of their union. And that’s all many people need—a chance to show what they can do, especially about something that matters. And in that process, again, the union builds leadership for its future.

Overseeing this all on a day-to-day basis is the Longshore Division’s Coast Committee, composed of myself, International Vice President Bob McBeth and Coast Committeemen Tony Ortiz Jr. and Joe Wenzl. Together we make sure there is accountability and unity in direction. But this much work and this much responsibility can only be carried by many shoulders.

So I appeal to every ILWU member that if you understand that your union is the source of the good living you and your family enjoy, that it is that source for all your co-workers and that it fights so all workers might have that too, please contact your local officers and ask how you can get involved. Your job, your health care and your pension are not assured if the union isn’t strong enough to defend them.

Caucus moves Longshore forward

By James Spinosa
ILWU International President

Congressional members that strengthens ILWU access and credibility. Our political action work and the energy and organizing skills of ILWU members volunteering in campaigns in other states has won, if not the national election, many statewide and local races and gained for us our union almost legendary stature in the U.S. labor movement.

The solidarity the ILWU has shown with the grocery workers and other unions in contract fights, and in the numerous community volunteer and charity efforts, is not only the right thing to do, but also a great way to build good relationships in the local communities whose support we will need in the long run. Combined with the work our Public Relations committee is doing to train rank and file to be ILWU spokespersons to both the media and other labor and community groups, and its work to position the ILWU in web-based organizing, the ILWU will be better able to get its side of the story out despite the corporate media’s attempts to silence us.

Even the way we are going about making these preparations for the 2008 negotiations is preparing us for them. The committee structure the Caucus has devised not only allows for focused and efficient work, having committees for all the various aspects of the Division’s concerns brings many people into the process. This ensures representation and democracy, but also input from every corner of the Coast, every area, small or large port, so the best proposals are fashioned on the front end, all interests are considered and balanced from the start.

The committee structure, with its many openings dealing with so many different parts of the union’s activities, gives many rank and file members the opportunity to get involved in the life of their union. And that’s all many people need—a chance to show what they can do, especially about something that matters. And in that process, again, the union builds leadership for its future.

The 2002 bargaining—with the employers’ devious machinations and Bush’s heavy-handed intervention—was one of the greatest challenges the ILWU has faced since its inception in 1934. The 2008 negotiations threaten to be even more challenging. That is why we are preparing so thoroughly now. Never again will we be caught unprepared for what the employers and the government come at us with.
Caucus delegates lineup to hit the mic and debate proposals.

**LEGISLATIVE ACTION COMMITTEE**

Chair Peter Peyton (Local 63) reviewed the legislative committee’s work. While the南海 Division has been busy with port security issues, theLegislative Action Committee is working on a study that will be submitted for a future vote.

**WELFARE AND PENSION BENEFITS COMMITTEE**

Chair Mike Mitre (Local 13) emphasized that the new team is moving forward with the ILWU Longshore Division’s pension plan. The committee is examining the variables that affect the plan and is working on improving statements with more information.

**CRUISE SHIP COMMITTEE**

Chair Joe Donato (Local 13) reported that the committee is examining the various aspects of the cruise ship industry. The committee is trying to get uniform manning and jurisdiction and make sure all the cruise companies comply.

**PUBLIC RELATIONS COMMITTEE**

Chair Dave Ariano (Local 13) reported that his committee is continuing with its program of training local officers and rank and file to speak to the media and outside community organizations.

Arian proposed that over the next year the committee will continue to improve the union’s web site, establish a new campaign fund and put on a week-long communications seminar to train 90 members in the new technology and public speaking skills.

**401(k) COMMITTEE**

Committee chair Dan Imbagniello reported that most participants in the longshore 401(k) plan are not enrolled in the plan and that the committee is proposing new education on those choices and improvements.

Arian proposed that over the next year the Longshore Division local officers will be required to enroll in the plan and put on a week-long communications seminar to train 90 members in the new technology and public speaking skills.

**BUDGET COMMITTEE**

Chair Mike Mitre (Local 63) reviewed the legislative committee’s work. While the南海 Division has been busy with port security issues, theLegislative Action Committee is working on a study that will be submitted for a future vote.
Growth spur continues
by Tom Price

A

favorable combination of growing trade and political action by the ILWU set the stage for increased work opportunities at West Coast ports. By forming community coalitions and lobbying, the ILWU was prepared to work with the industry to streamline inland cargo infrastructure and convince employers to hire more people. This happened just as massive increases in trade threatened to swamp the ports.

The ports of Los Angeles and Long Beach led the way in total revenue tonnage, recording one and 19 percent increases respectively. In containers, the two ports registered 1.4 and 21 percent increases respectively. These numbers reflect huge volumes, as the two ports handle more than half the total U.S. West Coast trade. But other ports also benefited from the growth spurt too.

Prince Rupert, British Columbia, the western-most jurisdiction of ILWU Canada, provides a deep harbor that’s a day and a half closer to Asia than other West Coast ports. Soon it will have a new container terminal.

“We’re expecting big changes here,” Longshore Local 505 Secretary-Treasurer Ron MacDonald said. “Mabar Terminals from New Jersey has plans to develop Fairview Terminal, which is currently a break-bulk terminal with wood pellet exports and liquid wax imports, into a container facility.”

The project’s first phase should be completed next year, with a 400,000 TEU capacity. At least six super cranes will be installed. By 2009 the port could triple the size of Fairview to 150 acres and it could eventually handle as many as 1.5 million TEUs annually. A $30 million federal grant for the project was recently approved. The Province of British Columbia has committed $30 million to the port for that and other improvements.

Last year the port opened the North Coast Container Terminal, adding to ILWU work. Cruise ship visits would increase from 35 last year to 60 a year next year.

The Prince Rupert Port Authority signed a 30-year lease last December with WestPac Terminals to build a liquefied natural gas terminal on Ridley Island. If all goes as expected, that $200 million project should open in 2009.

The Canadian National Railway has committed $15 million to grade improvements that will allow double-stacking containers from Prince Rupert to its main lines and all the way to the middle of the continent. High-speed rail and the closer proximity to Asia will keep Prince Rupert competitive for years to come.

Vancouver, B.C., Canada’s largest port, handled 73.9 million tons of cargo last year, an 11 percent increase. Container traffic increased eight percent to 1.66 million TEUs. Grain volume increased 27 percent to 8.5 million tons. Much of that is handled inland by ILWU Canada’s Grain Services Union members who load grain trucks and rail cars.

Lumber shipments totaled 2.3 million tons, a gain of 22 percent. Longshore Local 502 workers shipped two percent more coal in 2004, a total of 24.7 million tons. Much of that was used in China’s steel mills. China’s steel production is about three times greater than U.S. production.

“Our hours are up 22 percent over last year,” longshore Local 500 Secretary-Treasurer Tom Haines said. “We’re very happy with this. We had some slow times 2001 and 2002, but a little pickup in 2003, now we’re up 22 percent for the first quarter of 2005. We’re looking for the cruise ship work to pick up in May. The two existing inner-harbor container terminals, Centerm and Vanterm, will get new rubber-tired gantry cranes. Centerm is expanding its intermodal yard as the port expands. Deltaport took delivery of a new super crane April 21, Vanterm got two more April 24.

Last November the Port of Vancouver signed an agreement with the indigenous people in the area, represented by Tsawassen First Nations, for future expansion of Roberts Bank facilities in Delta, B.C. A three-berth container terminal is planned. The First Nations people will get access to traditional fishing grounds and compensation for their tribal land claims. The project is currently under environmental review.

The port bought two cranes from Fraser-Surrey Docks. International Distribution Centre, a private company, will run the outfit. It includes a new $15 million container-to-rail loading facility. Local 502 members there unloaded 436,931 autos last year. Residential traffic is up 27 percent to 320,136.

Two new giant cranes arrived April 1 at Fraser-Surrey Docks. The capacity will double over the next three years. The port built a new container handling railway facility next to Fraser-Surrey Docks. International Distribution Centre, a private company, will run the outfit. It includes a new $15 million container-to-rail loading facility. Local 502 will have 28 full time and 30 part time jobs there.

“It’s phenomenal, we have never experienced growth like this in our history,” Local 502 President Kent Birmingham said. “Five years ago we had 360 members, now we have 570 and 1850 casuals.

The Port of Everett, 25 miles north of Seattle, experienced major increases in aluminum production declined in the Pacific Northwest due to Chinese competition. Longshore registration was down to about a score of workers and logging almost disappeared.

But Everett wasn’t finished yet. As a deep-water port just a few miles from Boeing’s big aircraft assembly plant, it is the natural harbor for Boeing’s imported parts, and longshore Local 22 is working with Boeing, the port, local interests and governments in getting permits for a new rail facility. Boeing has at least $23 billion in new orders rolling in.

“Boeing work will be five or six days a week. We’ll put 12 people to work,” Local 32 President Gig Larson said. “The parts are coming in huge oversize crates. We’ll have strad carriers put them directly onto rail cars. The rail spur goes up to the dock, and then goes directly to the back door of the Boeing plant.”

The port bought two cranes from Seattle and it will soon get two larger cranes. Casual training is proceeding as fast as PMA can turn them out, with 180 new hires already.

“Longshore work levels could double by summer, with the aluminum smelter at Columbia Falls, Mont. starting up again. We’re receiving bauxite ore directly from Australia and we off load it into a dome and ship it to Montana,” Larson said. “The plant was down for three years because the cost of electricity was so high. They’re up to one production line now, out of five, and they hope to be up to three lines by this summer. We’ll be getting about a ship a month. We’re the only port taking bauxite right now.”

The local is also working special project ships that send U.S.-made mining equipment to Russia.

“It’s good work, a lot of hours lashing,” Larson said. “It’s hard work that puts a lot of people to work. The ships are new, but are of the size that still uses the Panama Canal. It’s strange to build a new ship that looks like an old victory ship. This trade is expected to go on for years.”

The Port of Seattle could lose much of its business, but longshore Local 19 foresaw the need to keep Seattle a maritime center and fought to prevent gentrification along the waterfront. That successful battle is now paying off as Seattle’s cargo volume sets new records.

Seattle experienced the fastest container handling growth of any port in North America in January 2005, with a 54.1 percent increase over the previous year. The port also broke its previous record in 2004, slaing 1.8 million TEUs on and off the ships. To meet the demand for labor, the local will register more longshore workers.

We recently registered one group of 50, and that will mean 175 people since last November, and 85 in the first quarter,” Local 19 President Gerald Uglies said. “We’ve increased our ID, the usual 115 from B.C., to the 260. Right now we’re looking to see how many undesignated casuals we need. We’re more than doubling crane training, we’re doing four people a week on top-pick training, and we’ll up our semi [truck] training to 40 to 50 per month.

Growth continues as record imports from Asia enter the West Coast. There’s even a modest increase in U.S. exports. The nearly $1 billion spent on Seattle’s port infrastructure over the last dozen years and the $426 million spent on the Berge Bulk project should ensure Seattle remains a major port.

The local is also working against the gentrification of Pier 46 began three- and-a-half years ago. With the pier now down to downtown, some developers thought it would be a good idea to make condos and coffee shops out of it. Local 19 sided with others concerned with keeping an industrial base in the city.

“We realized we had to fight this together or we’d all lose,” Uglies said. “We approached the mayor’s office and got him to see our point of view. We helped get two new port commission members elected. Just recently Hanjin signed a five-year lease extension for Pier 46 that will bring their tenancy to 2015, with two more five-year options. That put the nail in the coffin of the developers’ plans.”

The local is also working to keep Pier 90-91 maritime and helped elect City Councilman Dave Della, a former cannery worker. He worked with the ILWU on saving Pier 46 and he’s now working to save Pier 90-91, the old Navy Pier, from condo developers.

“We have to play in the political arena in this new age because our fights aren’t just down on the docks anymore. They’re all over the place,” Uglies said.

The union is supporting rail and road improvements that will help ship eastern Washington agricultural
Growth spurt continues at West Coast ports

Products to the coast.

The local is working with Yakima to get federal grants for rail improvements, but if new bridges so roads can pass under train tracks. They need about $3 million to complete these projects, and the ILWU Washington, D.C. office has worked with the groups lobbying to get the money.

At the Port of Tacoma, the Tacoma ship loader Import Marine took possession of the Pierce County Terminal in January. This following a $210 million improvement project on the 171-acre facility that added four new container cranes, with a fifth to come online later this year. The two linear berths, each nearly half a mile in length.

The facility includes straddle carriers, rail and truck capacities. Already the largest construction project in port history, it is expected to add a throughput of 1.2 million TEUs if needed. Evergreen got the site when the old automobile yard moved in 2003 to Marshall Avenue, a 146-acre facility that cost $40 million and handle 19,000 carloads a week. The carload site at Terminal 3-4 will be taken over by “K” Line and Yang Ming will move into a new yard on the north side of Terminal 5-D with a 12-year lease. The 54-acre facility will be expandable to 76 acres and will connect with intermodal rail services.

“We have labor shortages over the long term and some of the work,” longshore Local 23 President Conrad Spell said. “We’ve moved 100 experienced people to As and moved 100 Cs to B. and. We’ve also trained 90 more maintenance and repair workers.

Since February Local 2005 has gotten 170 new casuals working. Now we have another 600 in the pipeline, about 70 percent of those should make it. Our goal is 350 new identified casuals, and 300 unidentified casuals.”

The union faces a huge task in getting everybody onboard and up to speed.

“Because labor shortages have been an issue the ILWU and PMA worked diligently to create an entry-level document with practical equipment training and education as part of the criteria. Three of our young members, Dave Basher, Zeke Green and Lance Anderson attended the last LEAD seminar and are using materials and formats from LEAD to use as a template for Local 23’s industry education."

The Port of Olympia showed a 44.7 percent increase in revenue tonnage in 2004. A lot of that was military cargo, imported aluminum from Russia, garnet sand from Australia and logs exports to Asia. This has meant an increase in hours worked, not a major increase in new worker registrations.

The Port, located 30 miles south of Tacoma, is making major improvements in rail services.

“We are in the midst of putting on-dock rail on the terminal which should increase our heavy lift capabilities,” longshore Local 47 Secretary-Treasurer Robert Rose said. “We will also have an on-dock loop track that will give us the ability to do 60-unit bulk trains by the end of this year.”

Rose worked for the past six months on a committee with rail consultants, engineers, property developers and port directors. The committee reviewed design options for rail service and connections off-dock to intercontinental rail service.

“We’ll have direct discharge to rail that will be right next to the ballrill,” Rose said. The ballrill is the fence right next to the edge of the dock that prevents vehicles from falling in to the water. “There was a time when everybody was tearing out their rail. But without improvements in rail infrastructure we wouldn’t be nearly as competitive with other ports.”

Local 47 people have met with Washington state officials to help fund efforts that make easier the fact that the State Capitol is practically across the street from the dock.

“We got grant money from the State of Washington and we’re lobbying for more federal government for more money,” Rose said.

The Port of Portland ended 2004 with a 5.2 percent increase in cargo handling over the previous year. With Hanjin expanding its container service, the port may see continued economic growth. However, much of that will have to wait for the completion of dredging on the Columbia River, and longshore Local 8 has seen little increased work.

“As of yet, all our efforts that have gone into dredging have not produced any fruit,” Local 8’s Jim Daw said. “It’s still hung up. They have the go-ahead to proceed with the project, but the federal government hasn’t fully funded it yet.

Hanjin will use 5,500 TEU ships and the port will add another giant crane to the seven already at Terminal 6. Seattlebulkett has it that Zim Lines might begin a container service. Toyota opened a $40 million auto import-export processing facility last fall, and expects to handle 200,000 units this year, up from 187,000 last year. Automotive trade totaled 358,682 units in 2004.

Local 8 members and the ILWU Legislative Dept. lobbied hard for the dredging and supported Congress members like Earl Blumenauer (D-OR), who is credited with pushing an $11.15 million port development package through the House. If pass- es the Senate and is signed by the president, some of the money would go to relieve rail congestion at the Rivergate Industrial District, adjacent to Terminal 6.

The Port of Oakland received two new giant cranes March 5. Traffic on the Bay Bridge was halted as the giant cranes slid under the bridge with barely six feet to spare. The cranes were discharged at Matson’s Pier 32. That brings the port’s total of post-Panamax cranes to 19. This comes after a record-breaking 2 million TEUs were shipped in and out of the port last year by Oakland’s dock workers, a 6.4 percent increase. The port can handle 199 feet of ship’s beam to pick containers, sling them high over the ship and drop them gently onto waiting trucks. The cargo hook has a capacity of 100 tons.

Increased cargo means increased work force.

“We register about ten new A people each month,” longshore Local 10 Secretary-Treasurer Robert Wright said. “We’ve promoted 150 people to B status thus far this year, and added about 600 casuals in January.”

With a recent $620 million port investment, channel dredging and the Panamax outrigger, Oakland should be able to maintain its status as the nation’s fourth-largest container port while the Army Corps of Engineers expects to have the channel dredged to a depth of 46 feet by this summer and continue down to 50 feet beginning later in the year. Most of the dredged materials will be used for wetland restoration projects.

Port Huenneme experienced growth in work opportunities over the last year.

“Chiquita Bananas opened a new terminal and that will bring in 140 additional jobs a week,” longshore Local 46 former President Larry Conard said.

Hyundai opened a car import yard about the same time that provided 60 jobs. That means more registration at the hall.

“We planned on registering 30 new trade agreements this year, are passing 51 because of new work, and we’re adding more casuals,” said Carlson, who also serves on the International Executive Board and is an International Trustee.

The port has three banana contracts—Del Monte, Bonita and Chiquita. It exports lemons, oranges and grapefruit. Other auto importers include Jaguar, Suzuki, Land Rover, Mazda, Saab, Volvo and Mitsubishi. The port records a 57 percent increase in autos and truck handling last year.

The union helped elect two longshore commissioners to the Port of San Diego Commission, Jess Herrera and Jesse Ramirez, who now serves as president. The local is working closely with the other three commissioners worked hard to get the Chiquita plant. It’s believed they will see additional ship calls this year in fruit and cruise ships.

“We’ll register 10 or 15 more cruise ship visits this year and it’s going up,” Local 29 Secretary-Treasurer Richard Cruz said. “We have enough work to cover our people and take some visitors from Los Angeles and Local 10.”

The local is going through its ID causal list and going outside to get work, with unidentified casuals as well. The port had three additional melon shipments from Guatemala, adding 5,000 tons to its totals. Additional 8,000 tons of fruit for the season. San Diego achieved an overall increase of 4.6 percent increase in cargo handling last year, and will receive more than 190 cruise ship calls.

The waterfront works up in most ports. Though many longshore workers who spoke to The Dispatcher expressed deep concern, most of the work was on imports and not exports of U.S. made goods, the mood is generally upbeat.

“I came into this industry in 1964 when there was a ton of work,” Local 33’s Gig Larson said. “I’m ready to go out in the next year or two and I want to go out with a ton of work. It makes me feel proud to kind of pass it on, like the old timers did for me.”
Portrait of a Union Man: Ted "Whitey" Kelm

Introduction by Harvey Schwartz

Whitey Kelm is the focus of this month’s oral history. He has been a dedicated unionist since he was a 16-year-old merchant seaman during World War II. Screened off American ships in the McCarthy era, Kelm helped vanquish the blacklist through concerted legal action. He became a longshore worker and an ILWU activist ever since. Anytime he needed the union, he was there. Not only would this lead to a “little minor abrasion,” to quote a phrase from his oral history interview. Yet Kelm always answered the call.

Local 10 activist Herb Mills was Kelm’s long-term partner on the San Francisco waterfront. In the mid-1960s Kelm and Mills started a five-dollars-a-month club in support of the farm workers organizing drive. This was the club that Don Watson took over and led for several years. Ultimately it collected thousands of dollars for the new United Farm Workers. This was the club that Don Watson took over and led for several years. Ultimately it collected thousands of dollars for the new United Farm Workers.

Kelm became a movie extra and then a busy film and TV actor in the 1970s. He played a factory plant manager in the celebrated labor classic, “Norma Rae.” Kelm continued to work on the waterfront while acting until he retired out of Local 13 in 1990.

After he retired Kelm moved to the Rocky Mountains, where he continues to help the ILWU in his own way. For years he has been a major contributor to the Harry Bridges Institute, the Harry Bridges monograph project, the Harry Bridges Chair at the University of Washington, Ian Ruskin’s Harry Bridges documentary film project, and the Copra Crane Labor Landmark Association.

In addition to his extraordinary generosity on behalf of these ILWU-related causes, Kelm personifies a generation of ILWU members who experienced World War II, worked on the waterfront afterwards, and fought for unionism throughout their lives. I interviewed him at his mountain home in 2004.

Whitney Kelm
Edited by Harvey Schwartz
Curator, ILWU Oral History Collection

I was born in New Jersey in 1928 and lived there until I went to sea in 1944 during World War II. My mother’s parents were born in Finland and my father’s in Germany, so I’m second-generation American-born. I had two brothers. My father was a timekeeper at a park that ran along the Hudson River. He collected the money from the concessions. If you died—then I was eight or nine—there was a struggle. This was during the Depression and here we were a fatherless family.

My mother worked nights as a nurse. We used to put lard on our bread and then flavor it with a little salt to substitute for butter. My mother made a milk drink, too, with hot water and evaporated milk. Then she’d put a spoon of sugar in it to give it some flavor.

I went to high school, or at least made a pass at it. Actually I wanted to work and I wanted to go away to the war. When I was 15 there were adverstisesment for two hours ‘cause we were so strong. I signed up and we went back to work. Later that summer, when the AFL seamen’s unions got more than we did, we tore up our new contract and walked off. Again our slogan was, “Equal pay for equal work.”

So on June 15 we walked. It was mostly the old-timers, too, fought against it. But I’d be sitting with some who had been in the union a while, and a lot of the new ones would say, “I can’t wait any longer.”

In 1946, the year after the war ended, the CIO marine unions set up a Committee for Maritime Unity (CMU), which to me was the greatest. Harry Bridges was the prime mover behind CMU. This was when the AFL and the CIO were still separate.

Our seven CIO unions included the radio operators, the marine engineers, the independent Marine Firemen, Oilers, Watertenders and Wipers, the Inlandboatmen, the MCV, the NMU and the ILWU. The idea was that we would negotiate as one, strike as one, and settle and return as one.

We were all primed and ready to strike on June 15, 1946. Our big goal was one national agreement date. This was also the first time I heard that naasal of a phrase, “time is when you’ve been in the ring.”

There was a strike rally in New York City. Harry got up and spoke. I remember thinking, “That’s what I want to hear.” Then President Truman announced, “You strike and we’ll send the Army, Navy, Marines and Coast Guard to load and sail the ships.” With the ships already unloading and spunk we had back in those days, we knew, “We’ll be back.”

Well, Harry contacted longshore unions the world over. Telegrams poured out into Truman’s office until they were stacked so high and the door was closed. They all said, “Load a ship and sail with us.”

In Italy we were bombed and strafed. Going up the Italian coast a bomb was dropped two, three, four hundred yards in front of the ship. It sounded like a giant steel ball had dropped on the deck. The ship could have been shot, but as the ship was massive it only swayed slightly.

“In 1979 Kelm (left) played factory boss Jimmy Jerome Davis in the classic labor film “Norma Rae.”

I thought I was a tough guy, but I didn’t like that. I was 16 and I thought, “What the hell am I doing here?”

I also consider myself lucky because I had shipmates, guys I lived in the same room with, who were charter members of the NMU and had been in the 1936-37 strike. I had shipmates who had been in the ‘34 strike on the West Coast and who had fought the fascists in Spain. They just hammered me over the head with unionism. I soaked it up like a sponge. So I emerged from World War II as a red hot union man.

In the mid-1960s I was a member of the Teamster Union. They had a local in Portland and they were organizing the waterfront. I went along to help. The ILWU was organizing the waterfront—the same ILWU that the NMU took a big right turn internally. Under the guise of patriotism it began to function in a dictatorial way. Those of us who had been in the union a while, and a lot of the old-timers, too, fought against it. But I’d be sitting in a union meeting in New York and I’d look up and see a newbuzzard standing around me, waiting to beat the crap out of me if I stood up and raised a point of order. I’d head down 17th Street towards the union hall, just like I was standing in front of the New York cops and the goons.

I felt marked, like a pink elephant or something. I knew I could not make any sort of “no union” argument when I was. So in 1950 I went “schooner rig” with a little zipper bag, stuck my thumb out and hitchhiked to the West Coast. I prolonged my membership in the NMU by 18 months doing that. Out West I finally got to meet Harry Bridges in person. This was during one of the rallies held for his defense. The government was trying to deport him then.

Around the same time the Teamsters started to raid Local 6. This was when the CIO kicked the ILWU out for being left-wing. The Teamsters tried to take advantage. Some NMU guys and I wanted to support the ILWU. The Teamsters put a picket line in front of an ILWU warehouse to keep Local 6 out. In response Local 6 organized a caravan to break up the Teamster line. We walked along to help. I took a hook away from one of the Teamster goons but wound up on the sidewalk with my face smashed into the pavement. I was getting worked over when this big cop reached down,

The Dispatcher
April 2005
grabbed me under the belt in back, flung me against this truck and said, "Now get the fuck out of here." That's the only time in my life I owed my safety to a cop! I went around the corner and got right back into it though. We can the Teamsters off, too.

In the early 1950s when the Korean War got going, the government screening screen seamen off the ships. You'd go on board and some young guy in a uniform would pick up your seaman’s papers and disappear. He'd come back with a letter that said, "Your presence aboard this ship is contrary to the security of the United States. So you didn’t sign on. I made six attempts to ship through the NMU, and the same thing happened every time. Never was I able to face my accuser. I'd gone way to World War II. If a real patriot, but now I couldn't have a feelin’ like a pariah.

I shipped out with the Norwegian Seamen’s Union as a long-haul truck driver, and even organized the workers into a Teamster local on one job. At length I went back to New York, where all of us guys on the East Coast who had been screened got together and formed a Seamen’s Defense Committee. Nineteen of us sued the steamship owners, the NLMU, the government, and the Coast Guard. It took 5 or 8 years, but we won. We didn’t take the suit for leverage. It took 8 or 9 years, but we won. We didn’t take the

In 1959 I heard there was a chance of becoming a longshoreman. There was still break-bulk cargo work around the piers, and I liked it. I also liked being around people. Usually I start on the bottom deck, build the canned goods up, floor off with walking boards, and work back in the ship’s wings with a four-wheeler, stacking more canned goods.

What I disliked was black sand. The sacks were small but they weighed 150 pounds. So it took two guys to pick ‘em up. When you bent down you had to have signals with your partner or you’d bulge heads, ‘cause the damned package was so small. It was a real awkward situation. But the Scotch ships were nice. They had Scotch whiskey. Chivas Regal was the best.

When I was a B man Harry used to pop into the hiring hall. If he was wearing a top coat he’d put his hands in his pockets, lean back and have a go round with me. We were friends, but he liked to argue and he’d provoke it. In the main it was over the steady man issue, 9.43 in the contract. That was Harry’s thing and I didn’t like it. My point was that nothing should by-pass the hiring hall.

Around 1964 there was a civil rights drive on the hotel industry in San Francisco. There was a demonstration at the Sheraton Palace Hotel. The ILWU endorsed it. That was all I needed. I went over there with Tom Lupher and some other Local 10 guys. We picketed, then entered the building and sat down on the floor. Four or five of us longshoremen lined arms. They came to arrest us. I said to the cop, "These are union men you’re messin’ with now. This ain’t going to be easy." And, boy, it wasn’t.

Lupher and I hung on to each other and the cops had a hell of a time. Finally one of ‘em bent my thumb back and I could hear the cartilage crack. I let out a big yell and into the paddy wagon I went. It took ‘em a long time to get Tom, who was really big. He put hands against the wagon and they couldn’t move him inside. So a cop started hit- ting him in the temple. I jumped out, threw the cop to the sidewalk, and said, “Keep your damn hands off him. He’ll get in the truck by himself.”

Tom got in the wagon and they took us to jail. Vince Hallinan, one of the lawyers who had defended Bridges, bailed us out along with his sons, who were also in jail. Norman Leonard, another lawyer who had worked for Bridges, defended us. What a speaker he was. His oratory skills had us all weeping. We all got acquitted except for Tracy Simms, the young woman who had led the demonstration.

The 1971 longshore strike was four-and-a-half months of picket duty. I was part of the showcase picket line at Fisherman’s Wharf. Once I had a little minor abrasion with a Pier 45 official who used a fork-lift to move some pre-packaged loads of paper onto the dock. I looked him right in the face and said, “You don’t drive no fork lift and you don’t move any cargo. Don’t you pull that no more.” He started cursin’ and hit me in the face, too.

I was always proud, too, that what I called the “quintessential” painting my wife Callie made of the 1971 strike was hung in the ILWU’s International library in San Francisco. I lived around away another 15 years, but our children, Eady and Shari, still live in the city.

Kelm, wearing an arm band and a sports coat, marched with the ILWU contingent in San Francisco during a demonstration against the Vietnam War, circa 1968.
Workers protest workers’ comp cuts

by Tom Price

A year after Governor Arnold Schwarzenegger’s workers’ compensation bill passed, the results are rolling in—into wheelchairs. That’s what happened April 28, Workers’ Memorial Day, as about 150 people demonstrated at the California state capitol against Schwarzenegger’s reforms and in remembrance of workers killed or injured on the job.

ADAMS

Another worker, a state employee who traveled to San Diego to attend the rally, has spent a year trying to see a workers’ comp doctor and has had to sue the insurer on his own. Carol Ong, Chair of Governmental Affairs Comm. for the Assn. of Flight Attendants, told the rally that airline unions had made a deal in 2000 with the FAA and OSHA to get OHSA safety on airplanes. The Bush administration failed to implement the demanded reforms and now flight crews have no OHSA protection. Flight attendants suffer frequent injuries to knees, shoulders, and rashes, swollen eyes, and breathing and reproductive problems.

Teammaster Jeremy Steward with daughter Janaea, left, and mother Veina, right. Steward lost an arm in a workplace accident.

By Mark Gruenberg

WASHINGTON (PAI)—Chanting, cheering and waving signs supporting the nation’s retirement system, more than 1,000 unionists, civil rights backers, disability group members and their allies rallied April 26 to keep the Bush tour’s handpicked approval of his scheme from plum- meting, several of the demonstration organizers, expressed little hope for Schwarzenegger.

“Bush has an agenda to disman- "The Bush tour’s handpicked" tle much deception and lies,” McEntee said. "It's the in its battle over Social Security, "anything with huge debts on the and political. "Bush has an agenda to disman-"-"and compensation. But with 6.6 mil-"-vancements, anything that saddles huge debts onto future generations is going nowhere. "Poll after poll show people want "Workers’ comp became law in 1913. The deal was that workers would give up the right to sue employers and insurance companies to sue for guaranteed care for orphans, widows, the dis-"-the workers would give up the right to sue employers and insurance companies to sue for guaranteed care for orphans, widows, the dis-

The rally drew a solid platoon of congressional Democrats, led by Sen. Minority Leader Harry Reid (D-NV), House Minority Leader Nancy Pelosi (D-CA) and Sens. Edward Kennedy (D-MA) and Max Baucus (D-MT).

Baucus’ role is vital because he’s the top Democrat on the Senate Finance Committee. He dedicated his out of the pro-"-the future of Social Security as not only important in itself, but impor-

Multi-million member, multi-million-dollar campaign to stop Bush’s plan.

McEntee declared.

"We can make 60 stops or 60,000 stops and we’ll beat you in every one of them," the union leader challenged the president. “And when we defeat this, he’ll be relegated to being a lame duck president—and we’ll move a step closer to making sure this land is our land again.”

Mass rally demands Congress preserve Social Security

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El Salvador’s Acajutla Port privatized at gunpoint

By David Bacon

Acajutla, El Salvador—Long before the current debate over the Central America Free Trade Agreement (CAFTA), workers and unions throughout the region were under attack from economic reforms that have broken unions, privatized workplaces and lowered wages. Few of the assaults, however, have been as sustained and sharp as those against the longshore workers of El Salvador.

Their experience echoes that of the dockworkers in Veracruz, Mexico in 1991, the Americas’ first victims of privatization at gunpoint. In El Salvador as well, the main port of Acajutla was occupied by soldiers. Using direct military force, new private operators took over the terminals. The Salvadoran dockers’ union was smashed, and their efforts to reorganize it since have not only been broken, but the workers involved fired and blacklisted.

Acajutla employs approximately 1,200 workers, including 480 longshoremen. Until September 2001 their employer was the state port authority, Comisión Ejecutiva Portuaria Autónoma (Executive Autonomous Port Authority or CEPA), which owned the port property and administered terminal operations. The union for port workers, the Unión de la Industria Portuaria de El Salvador (the Union of the Port Industry of El Salvador), had a 50-year history of fighting for a fair standard of living in one of Latin America’s poorest countries.

As a result, longshoremen employed by CEPA had a union contract with a set wage for every job. Working two shifts a day, four days a week, dockers could make $125 per day or $2,050 a year.

“The sons and daughters of people who couldn’t themselves read or write, but whose feet had to go to the university,” said Carlos David Marroquin, secretary-treasurer of the old longshore union and a former warehouse worker.

“During the civil war we worked 12-hour shifts unloading bombs and ammunition in very dangerous conditions,” he added. “The government never complained about our willingness or ability to do the work.”

Nevertheless, within hours of the Sept. 11, 2001 attacks, workers in New York, the Salvadoran government moved troops into the port and the former president of El Salvador’s ruling party, a descendent of the right-wing ARENA party responsible for numerous and equally atrocious incidents during that country’s civil war, cited the New York attacks as evidence of a terrorist threat that made the move necessary.

Both the port and airport were placed under military authority for the first time in Salvadoran history.

But sending soldiers to assure the port’s physical security was just the beginning of a much more ambitious plan. At the moment of the militarization, 38 port guards were immediately terminated. The following January 600-700 workers were fired. By May the last 240 workers were also terminated. On Jan. 23 the union was officially dissolved by the government and thrown out of its office in the port. Union members haven’t been let back into the building since then.

When the union sought to protect the jobs of port workers, the union contract and its own existence, Francisco Flores, then-president of El Salvador, called union members “terrorists” and “guerrilleros.” While that language may seem extreme in any country, in El Salvador from 1978 to 1989 those people so labeled were imprisoned, and often just picked up on the street and “disappeared.”

While the country has formally been at peace for over a decade since, political killings still take place, and the epiphanies produce an atmosphere of fear and terror.

The operation of the terminals was privatized. Dockworkers are currently employed by seven private companies that operate terminals in the port. OPSSA, COPESE, OYM, Neparas, Remarsas, SYCSA and Servipacif were privatized, and some were taken to the Social Security office. Dockers are not allowed to be part of a union.

The government told workers they could reapply for their old jobs, with the new private operators.

“They told people they’d be liquidated, but they’d get jobs with the private operators,” Marroquin said. “But they didn’t say how much they’d be paid.”

The following year, longshoremen expulsion from the port, and its official dissolution, the longshore union made three attempts to reorganize.

On May 7, 2002, its leaders called a meeting of all former members working in the port, Salvadoran labor law stipulates that if 25 percent of the former members had attended, the union would have regained its legal status. But an atmosphere of fear had already been created by the presence of soldiers, by the government’s dark meaning of labeling activists as “terrorists.” To intensify the fear, the union members were told by CEPA officials that if they went to the meeting, they would no longer be allowed to enter the port area, and would therefore lose their jobs.

Workers found the threat easy to believe. Since disbarring the former union, the port authority has refused to permit 25 of its former leaders to enter the port area, including Marroquin and Eduardo Fuentes Ordonez, former chief grievance officer and dock worker. Anger over the required number of workers did not abate.

The next reorganization attempt was made in September 2003. During the election campaign that year, the Farabundo Martí National Liberation Front (FMLN), El Salvador’s leftist- wing electoral party and former guerrilla movement, made a public commitment to demilitarize the port and recognize the union. FMLN deputies in the Salvadoran Congress tried to get these changes adopted by the National Assembly. The party publicly denounced the violations of labor rights in the port. But their proposal was only supported by the party’s own delegates, who were not a majority.

After the election, no further effort was made to introduce legislation reinstating the union and its members.

“That’s when we decided to organize a new union,” Ordonez said.

On Dec. 6, 2004, 41 workers, all employed at the time by the terminal operators, signed a notarized document stating that they were constituting a new union, the Sindicato de Trabajadores de la Industria Portuaria de El Salvador (the Union of the Workers in the Port Industry of El Salvador). They had a meeting to officially form the union. Under Salvadoran labor law, if 35 workers of the same industry sign such a statement, the union has the legal right to exist.

On Dec. 7 the workers presented the documents to the Ministry of Labor. On Dec. 13 the Ministry notified the terminal operators that the legally required number of employees had signed documents forming a union.

On Dec. 14 the employers responded that the workers who had signed the petition were not employed by them. That morning, when those workers had presented themselves as usual, they had been denied work.

The companies told them this was because they’d formed a union.

Finally, on Feb. 14 the Ministry of Labor denied legal status to the union, saying that the workers who signed the documents were not employed by the company.

According to the Ministere.[sic] Since the firings, 36 of the 41 have been blacklisted and denied work by the terminal operators.

According to both current and former port workers, conditions have deteriorated, along with wages. In the course of eight hours, a crew of workers will unload 120 boxes, with a crew of six longshoremen, two transfers and one crane driver, who uses the crane on the ship. They say they don’t receive overtime pay, despite a law requiring an overtime premium after seven hours. There’s no fixed payday, and workers get the money they’ve earned after the port company has calculated it.

Dockworkers are told they can’t eat during the workday, despite the fact that one can only get a half-hour meal break. They sometimes have to work three straight shifts without eating, if the operator is in a hurry to unload and load a ship.

Salvadoran employers are required to make payments to the Social Security health care system, including money deducted from workers wages. According to dockworkers, however, when they get sick and go to the Social Security hospital, they discover that the terminal operator employing them hasn’t made the payment, and instead has pocketed the money. Workers injured on the job have discovered they don’t have health insurance even for emergency workplace injuries, and have to cover the doctor bills themselves.

The wharves are a high-risk environment, but dockworkers labor without gloves, hardhats, masks, safety belts, nets or even ladders. They have to climb a stack of containers, they have to climb up the containers themselves or a spreader hoists them up. They have to work in this dangerous way even when it’s raining. According to former workers, one man, Manuel Manzilla, broke his leg while working on a Sunday morning in June. He wasn’t even taken to the Social Security hospital, because the companies try to hide what’s happened.

Jamie Newlyn, South Australian Branch Secretary of the Maritime Union of Australia, has interviewed the blacklisted longshore union activists as part of a labor rights delegation in Latin America.

“What has happened to these union leaders, and to the rights and conditions of workers in Acajutla, would be a shock to longshore unions internationally, if they knew what has happened here.” Newlyn said. “We hope to bring their case before the world, so that dock workers around the world can see the solidarity to help Salvadoran workers win their rights.”
Tacoma trainee dies without AED

The death by heart attack of Local 23 Tacoma trainee Robert Smith, exposed several flaws in the first aid system on the docks. When they were most needed, there were no readily available first aid kits, CPR facilities and, most importantly, no Automatic External Defibrillators (AED). A defibrillator is a device that administers an electric shock to the heart to get it beating in proper rhythm again.

The event began after a lashing instruction session at about 11:25 p.m. April 21 at the PMA training facility. Smith was waiting for his next test while longshore Local 23’s Don Faker spoke to the trainees.

“He was breathing hard, which isn’t unusual for people after lashing, but when he started breathing, I checked his pupils, they were dilated,” Faker said. “I went over to him and got no response. I ran to the secretary and asked her to call 911. I checked his pupils, they were dilated.”

A bystander pulled out his walkie-talkie and called trainees Dean McGrath, Chris Schwab and Greg Cole to help.

Smith died breathing and we started administering CPR. But he didn’t have a defibrillator and we didn’t have a face mask. We did mouth to mouth, revived him to where he had a pulse and started breathing. He took four or five deep breaths and we lost his pulse again.”

“The paramedics arrived quickly, though it seemed like an eternity. They worked about 40 minutes on him and couldn’t revive him.”

Local 23 members expressed anger at the lack of preparation at the PMA training facility. They made their objections known to the employers. By the following Monday, defibrillators and a training video were at the facility. The ILWU had opposed the closing of the fire station that contained the defibrillator, but it remains open. Dockworkers would have to wait another 10 to 20 minutes for it if needed.

Smith began training recently in Tacoma to become a casual. He had a history of heart disease, but hadn’t yet had a physical. The 42-year-old part-time ambulance driver enjoyed camping with his family and leaves behind a wife, a daughter, 15, and a son, five years old.

RECENT RETIREES

Fitterer, Robert King, Edward Salvensen; (Margaret), Robert Thario (Evalea), Steve (Lorene);

Leadership Education and Development Institute (LEAD)

Sept. 19-23, 2005 Palm Springs, CA

The Titled Officers firmly believe that the membership’s understanding and appreciation of this LEAD program is comprised of the hundreds of members who participated in the International’s education programs and the Longshore Division’s seminars beginning in 1998 (they will be receiving but- in direct mail to each U.S. local and IBU member who has not held full-time paid union office and have not participated in a previous LEAD program.

Applications may be made directly by members, or the local union may nominate participants who will also be required to fill out the LEAD application. For reasons of space and diversity, we anticipate having to limit each affiliate to two participants, but we will consider a sliding scale in case of cancellations (or non-participation by any local).

The LEAD budget will cover participants’ housing and some meals, training materials and facilities and instructors. Requests for financial assistance will be considered in cases of economic hardship.

Official applications have been mailed to each U.S. local and IBU region and are available from the International or the ILWU website:

Please send completed applications and questions to me at the International no later than July 15, 2005: LEAD Applications, c/o William Adams, ILWU Secretary-Treasurer, 1188 Franklin Street, San Francisco, CA 94109 (Fax: 415-775-1500).

“The Ask Me” education program

The new “Ask Me” education program

The new “Ask Me” education program was the beginning of a new and innovative member education and community outreach program entitled, “Ask Me–Let’s Talk Union.” As developed by the Titled Officers and the Coast Education Committee, we are urging all members and supporters of the ILWU who wish to maximize their effectiveness in educating union members and their families and their communities about the union’s contracts, principles, programs, and activities to do calls themselves as part of this initiative by wearing either the “Ask Me” button or sticker now being distributed by the International and the Coast Education Committee. The core of activ- ity in this grassroots movement and grass roots organizing will go a long way to increasing the visibility of the ILWU’s brand of democratic unionism on the job, in the union hall and in the community.

Individuals willing to make a commitment to participating in this program may request “Ask Me” materials from Education Director Gene Vrana at the International. Each local and affiliate throughout the industrial and geographical jurisdiction of the ILWU can assist in building this program by announcing it to its members in newsletters, union halls and by encouraging participation.

We expect that within a few months, hundreds if not thousands of our members will be readily identifiable by their “Ask Me” button or sticker as someone who is willing to share information about their union, their contract and the policies and principles of the ILWU.

Longshore retired, deceased and survivors

RECENT RETIREES: Local 16—Robert Bridge, Ralph Bridge, Betty Bridge; Local 19—Harold Peterson, Robert Andrews, Harold Peterson, Beverly Lee, Roena Hughes; Local 23—Donald Kemp, James Whitney; Local 24—Gary Horner; Local 92—Mariano Miranda, Estela Battles, Delia Miller, Kandyce Beasley (Adela); Local 131—James Whitney (Adela); Local 52—Leslie Wilson; Local 63—Don Marshall Jr. (Carmen); Local 92—Glenn Cramer (Florencce); Local 99—Dolor Ward (Mary); (Survivors in parenthesis.)

DECEASED: Local 4—Donald Kemp (Lorenzo); Local 5—Robert King (Margaret), Robert Thario (Evalea); Steve Fitterer, Robert King, Edward Salvensen; Local 10—James Cannata (Lillian); Local 11—Rock Chuck (Helen), Don Duhamoff (Anita); Local 12—William Oswald, John Waller, William Wei, William Haskett, Tony Vice-Bourgeois; Local 13—John Brudy (Phyllis), Andrew Campbell (Lucy), Nick Drugga, Abel Zubillaga, Joel Villar; Local 14—Louis Ajo; Local 18—Nils Solvic (Sid); Local 21—Lawrence Qualey (Mary); Local 24—Lawrence Qualey (Mary); Local 24—Lawrence Qualey (Mary); Local 24—Lawrence Qualey (Mary); Local 34—Lawrence Qualey (Mary); Local 41—Dolor Ward (Mary); (Survivors in parenthesis.)

DECEASED SURVIVORS: Local 4—Wanda Duba; Local 8—Esther Hoakos, Dorothy Solanders, Gertrude Potter, Beverly Lee, Roma Hughes; Local 10—Phyllis Deckergarten, Lucy Jones, Ruth Strauss, Constanza Hill, Ora Keys, Irene Rodgers, Leota Gannon; Local 12—Allison Carra, Geneva Young; Local 15—Amelia Bachelier, Patricia Imbagliazzo, Gladys Bedgood, Gloria Walsh, Local 19—Virginia Dorris, Bernice Boomer, Mary Wright, Evelyn Johnson; Local 21—Della Holecand; Local 24—Dorothy Jones, Local 28—Elizabeth Zemba; Local 34—Belle Silva; Local 46—Dalia Herrera; Local 54—Buma Wilson, Local 63—Frances Jones; Local 91—Lina Aquilina; Local 92—Horia Morosow; Local 94—Hazel Coginton.
Adams gives A. Philip Randolph dinner keynote speech

ILWU International Secretary-Treasurer Willie Adams at the A. Philip Randolph Institute.

Former ILWU Librarian Margery Canright passes

by Tom Price

The ILWU Library lost a founding mentor April 18 when Margery Canright died after a long illness with Parkinson’s disease.

Canright was born Oct. 23, 1917 in Colorado and was raised in California. She attended school in Palos Verdes and graduated from Pomona College in 1940.

As she left school Dust Bowl refugees were struggling throughout California, looking for work after the Midwestern farms had been destroyed by drought and economics.

Canright took a job as a case worker for Roosevelt’s Farm Security Administration in California’s Central Valley and found ways to help those farmers. During that time she met her husband, Norman, and together they joined the Communist Party in 1941. While Norman went to war in the Army, Margery went to war in the shipyards in Richmond and later in Long Beach. She gave birth to her first son, David, in 1945.

After the war the family moved to San Francisco. Margery took a job as a reporter and librarian at the Daily People’s World newspaper and Norman became copy editor. Her second son Steven was born in 1947 and in the early 1950s she taught Marxism at the California Labor School.

She and Norman participated in the anti-imperialism activities through-out the McCarthy period, but finally left the CP after the Soviet invasion of Hungary and the denunciation of Joseph Stalin for his crimes.

The ILWU Library, under Canright’s predecessor. “In the 30 years under Ann and Margery’s management the ILWU library was firmly established as a leading union library in the country, operating on the highest library principles and practices. She remained at the library until retirement in 1978, when her assistant Carol Schwartz-Cuenod, who hired on in 1966, took charge.

MARGERY AND ANN RAND HIRING MARGERY AS AN ASSISTANT IN THE EARLY 1960S. SHE HAD A DEGREE FROM UC BERKELEY IN LIBRARY SCIENCE AND BECAME HEAD LIBRARIAN IN 1963 WHEN RAND RETIRED. SHE WAS A GOOD MATCH FOR THE UNION.


Norman retained their passion for progressive socialism and traveled extensively in Europe and Asia. She explored her interests in Asian art, photography, music and fine cooking. She is survived by her husband Norman, two sons, her brother Rowland Mitchell, granddaughters Nora, Lindsay and Julia, and her daughter-in-law Marsh.

ULWU Librarian Margery Canright.

Margery Canright (left) and Carol Schwartz-Cuenod in the ILWU Library at the old International office at 150 Golden Gate in 1969.

the union. Her work was very professional, it held up for the union in negotiations and legal cases.”

Schwartz-Cuenod was librarian until 1986 when Sarah Stewart took the job. A year later Vrana, a then a longshore Local 10 member with a master’s degree in archives management, took the position.

In retirement Margery and
A Helping Hand...

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

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**ADRP—Oregon**
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**ADRP—Washington**
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**ILWU Canada**

**EAP—British Columbia**
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Vancouver, BC V5L 3J3
(604) 254-7911

**ILWU Book & Video Sale**

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

**BOOKS:**
- The ILWU Story: The ILWU Story: unrolls the history of the union from its origins to the present, complete with recollections from the men and women who built the union, in their own words, and dozens of rare photos of the union in action. **$5.00**
- The Big Strike: A 30-minute color video introducing the principles and traditions of the ILWU. Features active and retired members talking about what the union meant in their lives and what it needs to survive and thrive, along with film clips, historical photos and an original musical score. **$5.00**
- The Union Makes Us Strong: Radical Unionism on the San Francisco Waterfront: By David Wellman: the important new study of longshoreing in the ILWU. **$15.00** (paperback)
- The March Inland: Origins of the ILWU Warehouse Division 1934-1938: By Harvey Schwartz: new edition of the only comprehensive account of the union’s organizing campaign in the northern California warehouse and distribution industry. **$9.00**

**VIDEOS:**
- We Are the ILWU: A 17-minute VHS video production by California Working Group, Inc., memorializes Harry Bridges through still photographs, recorded interviews, and reminiscences. Originally produced for the 1990 memorial service in San Francisco. **$28.00**
- The Union Makes Us Strong: Radical Unionism on the San Francisco Waterfront: By David Wellman: the important new study of longshoreing in the ILWU. **$15.00** (paperback)
- The March Inland: Origins of the ILWU Warehouse Division 1934-1938: By Harvey Schwartz: new edition of the only comprehensive account of the union’s organizing campaign in the northern California warehouse and distribution industry. **$9.00**

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