



The DISPATCHER

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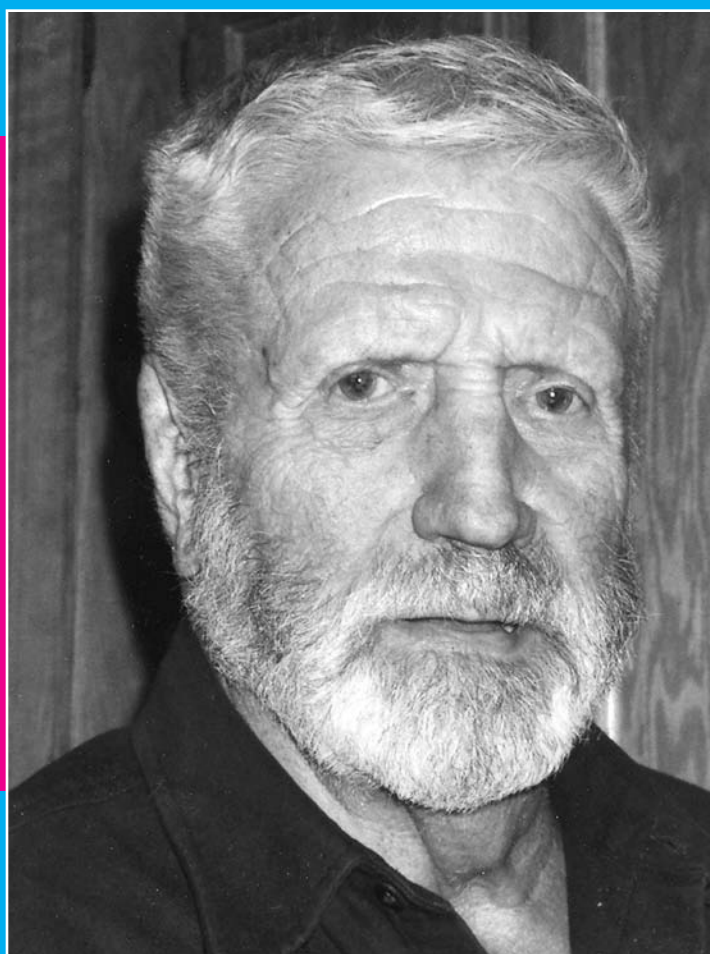
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THE ANARCHY OF UNINTENDED CONSEQUENCES

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

When Richard Nixon's henchmen bungled the Watergate burglary, they never thought they were bringing down a U.S. presidency. Certainly no one in the current Bush administration ever figured toppling Saddam Hussein would lead to an ethnic civil war, spiraling death and destruction and a black hole for the American economy—even if they should have.

Likewise, the architects and advocates of global free trade never intended to lose control of the world 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 be 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 Coast (see story on pages 4-5). New terminals are being built, old, dormant facilities are being refurbished to handle new types of cargo and new efficiencies are being developed to maximize the use of existing docks. More casuals are being hired, current casuals are becoming registered union members and more registered longshore workers are being trained to handle more skilled equipment.

At the same time the employers are posting record quarterly profits across the board. But what they've been forced to do, not just on the West Coast, but in ports around the world, is hire more dockworkers. More members, especially for the ILWU, means not only do more people get to share in the union's bounty, but more members bring more strength and resources to protect everybody's job, health care and pensions. The ever-increasing importance of international trade for the world economy also gives dock workers more leverage, not just for their own gain, but for political, social and economic justice for workers everywhere. You can bet the farm the employers never meant to do that.

The point is the union must—with intent—take advantage of the unforeseen results of the free trade policies the ILWU has always opposed.

—Steve Stallone
Editor

PRESIDENT'S REPORT

Caucus moves Longshore forward

By James Spinosa
ILWU International President

The Longshore Caucus did a terrific job of moving the Division forward at its meeting in early April. Delegates representing every longshore, clerk and walking boss local on the Coast stayed focused and on course with the strategy set out in our 2003 Caucus aimed at putting ourselves in a strong position before entering into the 2008 contract negotiations.

That caucus, coming just a few months after the ratification of our hard-fought 2002 contract victory, set the priorities and goals of our preparations for 2008, established a committee structure to deal with the key issues confronting us and devised a budget to allow us to follow through on our plans. The delegates this time continued to develop the program of not only building our traditional “inside game”—strengthening the rank and file's knowledge and solidarity and using arbitrations and day-to-day contract enforcement to be better positioned for bargaining—but also inventing our non-traditional “outside game”—using political and legislative action to protect our union rights during this period when there is an anti-worker majority in Congress, furthering our local, national and international union solidarity work, expanding our community involvement and designing new ways to get our word out to the public and the media.

The Education Committee has been organizing seminars for scores of local officers and rank-and-file activists, arming them with knowledge and growing a new generation of ILWU leaders. They have gone back to their locals inspired to spread that knowledge of their union to their brothers and sisters, multiplying the number and power of activated members on the docks.

Among the educational plans for the future is a seminar on the importance and fragile nature of our top-notch health coverage. It will be brought to each of the four areas of the Coast so that all members will have the opportunity to attend and learn about the issue most vital to our families, and one that has traditionally been the bottom line of all our contract bargaining.

The Clerks Technology committee has been aggressively defending the most threatened ILWU jurisdiction on the waterfront—the work of marine clerks documenting the flow of cargo across West Coast docks. The committee, working closely with the Longshore Division's top officers, has been strategically using the language we negotiated in the 2002 contract to protect every job we can. This is where the employers—and the Bush administration under the guise of Homeland Security—are looking for the weak link in our jurisdiction chain. But we're holding strong.

The Caucus also continued to approve and improve our new “outside game,” building ILWU power and influence outside the negotiating room. Our Legislative Action Committee, in conjunction with the union's Washington, D.C. lobbying office, continues to defend us against some of the boldest right-wing attacks imaginable. And it has also built bridges to

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 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 relations 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 filers to be ILWU spokespersons to both the media and other labor and community groups, and its work setting up the latest 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 filers with different interests an 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 McEllrath and Coast Committeemen Ray 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.

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 unready for what the employers and the government come at us with.



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Longshore Caucus prepares for 2008

by Steve Stallone

With an ever watchful eye towards the 2008 contract negotiations the ILWU Longshore Division's Caucus, held in Palm Springs April 4-8, reviewed and examined its last year of activities and then set the direction for the next year. In its report to the delegates representing every longshore local on the Coast, the Coast Committee, consisting of International President Jim Spinosa, International Vice President Bob McEllrath and Coast Committeemen Ray Ortiz Jr. and Joe Wenzl, outlined that last year's work and accomplishments. In depth review and discussion took place in the reports from the committees focusing on each area of concern.

EDUCATION COMMITTEE

Education committee chair Dennis Brueckner (Local 54) reported on the successful "History and Traditions of the Longshore Division" week-long seminar put on by the Longshore Division last September for some 150 members.

Brueckner described the three member education projects his committee is planning for the future. The first will be a Pension and Welfare Benefits workshop that will be held in each of the four areas on the Coast. The second will be an "International Solidarity and Relations" seminar that will focus on the important role of international solidarity and include the history and participation of the International Transport Workers Federation (ITF) and the International Dockworkers Council (IDC). The third will be another area workshop on the Longshore Division's safety code, including the history of the code's development and how to use it for on-the-job safety. The Education Committee was expanded to include representatives from all the major Longshore Division locals as well as the current committee members.

PORT SECURITY

Peter Peyton (Local 63), chair of the Legislative Action Committee that works closely on port security issues, opened the Port Security committee's report warning the Caucus that the Bush administration is fast-tracking its port security measures and that they are aimed directly at the union. They include a Transport Workers Identification Card (TWIC) with background checks that could screen ILWU members off the docks and further attempts to undermine the union hiring hall. Peyton suggested the union needs to strategically "take a calculated hit to avoid getting sunk."

Port Security Committee chair Mike Mitre (Local 13) emphasized that the early model regulations being used as a starting point for the TWIC include a wide array of background check disqualifiers and no appeals process.

In response to questions from the floor, President Spinosa reiterated the Coast Committee's position in its report to the Caucus. He said the Coast Committee will accept the TWIC as inevitable, but will continue to fight to minimize the areas of the waterfront that are deemed "restricted areas" by the government and ensure a fair and neutral appeals process for workers denied work opportunities or access to restricted areas.

SAFETY COMMITTEE

Safety Committee chair John Castanho (Local 10) presented the extensive work of his committee over the last year. He started by acknowledging the three longshore brothers lost to industry accidents recently and dedicating the Caucus to their memory: Warren Minura (Local 142) on Dec. 3, 2004; Robert Padgett (Local 10)

on Jan. 26, 2005; and Matt Petrasich (Local 94) on Jan. 31, 2005.

Castanho reported that his committee presented testimony against Vertical Tandem Lifts (VTLs), the practice of hoisting more than one container at a time, at an OSHA hearing in Washington, D.C. last July, and will continue working against this dangerous maneuver.

Committee member Danny Miranda (Local 94) pointed out there has never been a study of hearing loss problems on the waterfront although longshore workers know it's a common hazard. The committee will pursue establishing mandatory standardized testing with the Marine Advisory Committee for Occupational Safety and Health (MACOSH) and the employers.

Committee member Jerry Ylonen (Local 8) noted that the union had asked the employers to do a diesel emissions study at the TOTE ro-ro facility in Tacoma, but the employers refused, wanting to only test a container operation. But the union got OSHA to agree to the test at TOTE.

The committee also reported that it is working on requiring all power industrial trucks and forklifts to be equipped with speedometers, for Automatic External Defibrillators (AEDs) to be installed at all terminals and that new solutions be sought for toxic hide loads leaking.

WELFARE AND PENSION BENEFITS COMMITTEE

Coast Benefits Specialist George Romero pointed out that more than 51,000 people, including active working members, pensioners, survivors and dependents, are covered by the Longshore Welfare Benefits plan at a cost to the employers of more than \$280 million in 2004. He noted those costs continue to rise dramatically each year and are a bargaining problem for most unions and will be so again for the Longshore Division in 2008. So Romero proposed the ILWU Longshore Division join the California Health Care Coalition, a group of unions and employers banding together to around a common set of patient safety, quality care, and pricing standards, negotiate the adoption of those standards with health plans and providers, and educate members, elected official and the general public regarding the problems affecting workers' access to affordable high quality health care. The Caucus voted to do so.

Romero reported that the pension plan paid out more than \$182 million in the year ending June 30, 2004 and is funded in compliance with the Pension Benefit Guarantee Corporation (PBGC) funding schedule. Still the Welfare and Pension Benefits Committee proposed doing a study with expert analysis of what options may be available for the plan without moving away from its current defined benefit system.

CLERK TECHNOLOGY COMMITTEE

In a comprehensive PowerPoint presentation, Clerk Technology Committee member Dane Jones (Local 40) pointed out that in violation of both the contract and Dept. of Homeland Security law, employers are using technology to outsource jobs and limit access for ILWU clerks. He reviewed several of the new technologies and discussed how each can encroach on clerks' jurisdiction.

Jones then outlined his committee's strategy to deal with these problems. The committee will do site evaluations of each technology, in the lanes, at the hook, in the kitchen tower, yard and office. It will demand access to and documentation of new software and its capabilities and pro-



Caucus delegates lineup to hit the mic and debate proposals.

Frank Wilder

cedures. The committee will pursue an aggressive definition and defense of ILWU jurisdiction and will challenge all employers' non-compliance and denial of access.

The committee has been strategically using the contract's arbitration system to force the employers to disclose needed information and grant jurisdiction. So far the committee has won 75 percent of its area arbitrations and all of its Coast arbitrations.

The union and the employers are still in discussions at the Coast level over the five-day work guarantee negotiated in the 2002 contract with no resolution appearing likely soon.

LEGISLATIVE ACTION COMMITTEE

Committee chair Peter Peyton (Local 63) reviewed the union's political action work in 2004. The union achieved its goal of raising \$500,000 for the Political Action Fund and mobilized several hundred members for its campaign work.

Committee member Dawn DesBrisay (Local 40) reported on the union's work in Oregon where, with two full time ILWU members—DesBrisay and Jeff Smith (Local 8)—working with the AFL-CIO campaign field staff, they activated union members to canvas and phone bank and beat Bush in the state by ten times the margin they did in 2000.

Joe Radisich (Local 13) spoke of how the Southern California District Council, of which he is president, has been rejuvenated, bringing in many new activists, raising more money and sending members out to battleground states to beat Bush.

Due to a serious election year effort by the ILWU, including putting two members on full time and three part time to work with the AFL-CIO staffers, Washington State Democrats took back the state Senate, elected a Democratic governor and delivered the state to Kerry.

Committee member Mike Mitre (Local 13) said the Legislative Committee has been going to Washington, D.C. four times a year, but should expand its membership to do more lobbying. Congress is now concerned with transportation infrastructure, an issue the ILWU has been talking about, and the union has built credibility on it in ways that will help its legislative agenda in the future.

CRUISE SHIP COMMITTEE

Cruise Ship Committee chair Joe Donato (Local 13) reported that his committee is examining the various West Coast ports handling cruise ships. The committee is trying to get uniform manning and jurisdiction coastwise and make sure all the cruise companies comply.

PUBLIC RELATIONS COMMITTEE

Committee chair Dave Arian (Local 13) reported that his committee is continuing with its program of training local officers and rank and

filers 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 an e-activist network like moveon.org and put on a week-long communications seminar to train 90 members in various communications skills.

The committee also proposed promoting International Secretary-Treasurer Willie Adams' annual Black History and Labor program coastwise and using the new documentary on the 2002 longshore contract struggle currently in production to tell the union's side of the story to national and international audiences.

401(k) COMMITTEE

Committee chair Dan Imbagliazzo reported that most participants in the longshore 401(k) plan are not taking advantage of the choices in the fund. The committee is proposing new education on those choices and improved statements with more information. The committee has secured an increase in the maximum per hour employee contribution from \$8 to \$12 per hour. The committee also plans to develop investment policy guidelines to measure the performance of the various funds available to the union's 401(k) participants.

BUDGET COMMITTEE

Committee chair Steve Hanson (Local 8) walked the delegates through a 13-page overview of the Longshore Division's expenses for the last year. Hanson concluded that the Division is in very good financial shape mostly because the budget was based on dues from 10,500 members. With the recent increased registration the Division now has more than 13,000 members, providing the budget with a cushion of about 20 percent.

RESOLUTIONS

The Caucus also passed a number of resolutions. These included:

- Considering the large workload of the Coast Committee, that it review the need for a third Coast Committeeman and report that review to Caucus delegates within six months.
- That Caucus committee reports be posted on the ILWU web site for all members to see.
- That the Longshore Division, along with Congresswoman Barbara Lee, (D-CA) invite Nelson Mandela to speak in Oakland.
- That in a unified effort to support dispatch halls up and down the Coast, the union find a "third neutral party" to design software for automated dispatch systems and that all locals investigating the need for computerized dispatch report to the Coast Automated Dispatch Committee before implementing anything.
- That the Division's 401(k) fund managers look into more "socially responsible" fund options and make these available to members.

Growth spurt 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/Dispatcher Tom MacDonald said. "Maher 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 yard. At least three 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 Northland Cruise Terminal, adding to ILWU work. Cruise ship visits should increase from 35 last year to 60 this year, MacDonald said.

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 through the end of March," longshore Local 500 Secretary-Treasurer Peter Haines said. "We're very happy with this. We had some slow times 2001 and 2002, 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 Tsawwassen 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.

Fraser River Port B.C., to the south of Vancouver and a separate entity from the Port of Vancouver, operates Western Canada's only two car import facilities. Local 502 members there unloaded 436,931 autos last year. Container 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 300 members, now we have 570 and 1050 casuals."

The Port of Everett, 25 miles



Bruce W. Goodell

The latest post-Panamax cranes pass under the San Francisco Bay Bridge on their way to the Port of Oakland.

north of Seattle, experienced a major slump as 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 32 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 more to come. Larson believes work levels could double by summer, with the aluminum smelter at Columbia Falls, Mont. starting up again.

"We're receiving bauxite ore dust 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 have lost much of its harbor, 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, slinging 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 Herald Ugles said. "We've increased our ID casual list from 115 people to 260. Right now we're looking to see how many unidentified 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 expansion of Hanjin Shipping to Pier 46 will ensure Seattle remains a major port.

Local 19's battle against the gentrification of Pier 46 began three-and-a-half years ago. With the pier next to downtown, some developers thought it would be a good idea to make condos and coffee shops out of it. Local 19 aligned itself with others concerned with keeping an industrial base in the city.

"We realized we had to fight this together or we'd all lose," Ugles said. "We approached the mayor's office and got him to see our point of view. We helped get two new port commissioners 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," Ugles said.

The union is supporting rail and road improvements that will help ship eastern Washington agricultural



Steve Stallone

A Strad stacks cans at the Port of Tacoma.

es at West Coast ports

products to the coast.

The local is working with Yakima to get federal grants for rail improvements, including 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.

The port will reopen Terminal 25 this summer and add three new cranes. SSA has four new cranes scheduled to arrive at the end of the year for Pier 18. The port also approved \$10 million to create an off-dock facility for container and chassis storage. SSA will operate it and ILWU people will work it.

Cruise ship calls are expected to go up from 150 to about 170 this season. And with the Brazilian soy crop suffering through a drought, soy and grain exports out of Pier 86 should have a bumper year. The high fuel cost makes it cheaper to ship grain out of Seattle rather than the Gulf of Mexico.

“Our concern with the increased volume is safety,” Ugles said. “With more volume there are more safety problems, especially as we’re training more people new to the industry and more people are out there who aren’t experienced. We’re doing a safety awareness with our members and casuals.”

At the **Port of Tacoma** the Taiwanese shipping line Evergreen Marine took possession of the Pierce County Terminal in January. This follows a \$210 million improvement project on the 171-acre facility that added four new container cranes, with a fifth to come. The terminal has 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 could grow to 237 acres with 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 can handle 19,000 cars at a time. Evergreen’s old site at Terminal 3-4 will be taken over by “K” Line and Yang Ming will move into “K” Line’s vacated Terminal 7-D with a 12-year lease. The 54-acre facility will be expandable to 76 acres and will connect with intermodal rail services.

“We’ve had labor shortages over the last year, now we’re getting the work,” longshore Local 23 President Conrad Spell said. “We’ve moved 100 B registered people to As and moved 100 Cs to B. and. We’ve also trained 90 more maintenance and repair workers.

“Since February 2005 Local 23 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 log exports to Asia. This has meant an increase in hours worked,



Container handling at the Port of Portland's Terminal 6.

but not a major increase in new worker registrations.

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

“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 last 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 car, which will be right next to the bullrail,” Rose said. The bullrail 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 the project, a task made easier by the fact that the State Capitol is practically across the street from the docks.

“We got grant money from the State of Washington and we’re lobbying the 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. Scuttlebutt 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 passes 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 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 cranes can reach across 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 Aaron Wright said. “We’ve promoted 150 people to B status thus far this year, and added about 600 casuals in the last year.”

With a recent \$620 million port investment, channel dredging and the post-Panamax cranes, Oakland should be able to maintain its status as the nation’s fourth-largest container port a while longer. 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 Hueneme experienced growing work opportunities over the last year.

“Chiquita Bananas opened a new terminal last fall and added about 140 additional jobs a week,” longshore Local 46 former President Larry Carlton said.

Hyundai opened a car import yard about the same time that provided 60 jobs [shifts] a week. This means more registration at the hall.

“We planned on registering 30 new B men, ended up registering 51 because of new work, and we’re adding more casuals,” said Carlton, 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 recorded a 27 percent increase autos and truck handling last year.

The union helped elect two longshore workers to the Harbor Commission, Jess Herrera and Jesse Ramirez, who now serves as president of the commission. They and the other three commissioners worked hard to get the Chiquita plant.

The **Port of San Diego** will see additional ship calls this year in fruit and cruise ships.

“We’ll have 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 casual list and going outside to get work for unidentified casuals as well. The port had three additional melon shipments from Guatemala, adding 5,000 tons to its total of 25,000 tons of fruit for the season. San Diego achieved an overall increase of 4.6 percent increase in revenue tonnage over last year, and will receive more than 190 cruise ship calls.

Coastwise, work is up in most ports. Though many longshore workers who spoke to *The Dispatcher* expressed deep concerns that 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 32’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.”



Logs bound for Asia are loaded at the Port of Olympia.

Steve Stallone

courtesy Port of Olympia

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 stalwart in 1963. Any time the word went out to defend the union, he was there. Now and then this would 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.

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 monument 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.

WHITEY 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. But he died when I was eight and we had 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 advertisements for merchant seamen. They were desperately needed because they were getting killed right and left. The merchant marine was the most dangerous part of the war effort. But I couldn’t get into the war fast enough to suit me. I jockeyed my birth certificate so I could jump the gun and get in there. By the time they found out about it I was past 16 and was already sailing.

My first voyage to sea I got a trip card with the old CIO Marine Cooks and Stewards Union (MCS). I washed dishes all through the Mediterranean and back again. I never had such dish pan hands. When I got back from that first trip I transferred into the CIO National Maritime Union (NMU) so I could ship out with some old school chums. I’ve been union ever since.

I went out as third cook and as soon as I could switched over to the deck. Pretty soon I worked my way up to able-bodied seaman (AB), painting, splicing rope and wire, overhauling tackle, steer-

ing the ship and tying it to the dock and putting the gangplank down. This was all on liberty ships. I didn’t know any other kind of ship existed until the war ended!

We had general quarters often because of German submarines within the convoys. I saw one ship go down, but I got lucky. I made it through. In Italy we were bombed and strafed. Going up the Italian coast a bomb was dropped two, three hundred yards in front of the ship. It sounded like a giant steel ball had dropped on the deck. The ship stopped, shuddered, and then went on again. Man, I thought I was a tough guy, but I didn’t like that at all. I was 16 and I thought, “What in 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 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 MCS, 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 nasal Australian twang of brother Bridges. 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 in the Army, Navy, Marines

and Coast Guard to load and sail the ships.” With the kind of unity and spunk we had back in those days, we told him, “Go ahead and try it.”

Well, Harry contacted longshore unions the world over. Telegrams poured into Truman’s office until they were stacked up good and high. They all said, “Load a ship and sail it with military scabs and it will not be unloaded in this country. It will sit until it rots.” Truman threw up his hands and said, “Okay, boys, go ahead, have your strike.”

So on June 15 we walked. It was massive. It lasted two hours ’cause we were so strong. We got a contract and we went back to work. Later that summer, when the AFL seamen’s unions got more money than we did, we tore up our new contract and walked out again. Our slogan was, “Equal pay for equal work.” We were out for three weeks, but we won hands down. I was just a kid. It was my first time with a picket sign. I’ll never forget it.

Unfortunately, McCarthyism was beginning to rear its ugly head, and Joe Curran, who led the NMU, sabotaged the CMU. He joined the ranks of the red-baiters. Harry, of course, was the main target. Curran got everybody to vote to leave the CMU, including the members of his own union. So the CMU lost all its power.

At the same time 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 I’d have six paid goons 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 toward the union hall and here would come the New York cops and the goons.

I felt marked, like a pink elephant or something. I knew I could no longer function where 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 went along to help.

I took a bat away from one of the Teamster goons but wound up on the sidewalk with my face smashed into the cement. I was getting worked over when this big cop reached down,



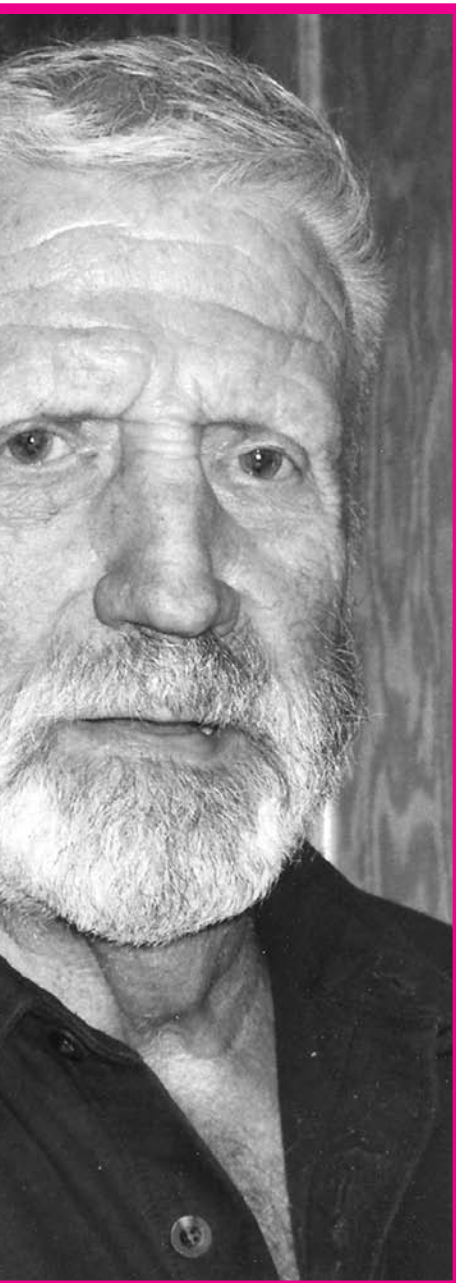
Ted "Whitey" Kelm



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

ILWU ORAL HISTORY
Volume X
*Portrait of a Union Man:
Ted “Whitey” Kelm
of Locals 10 and 13*

Whitey” Kelm of Locals 10 and 13



Harvey Schwartz

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 ran the Teamsters off, too.

In the early 1950s, as the Korean War got going, the government began to 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 notice that said, “Your presence aboard this ship is inimical to the security of the United States.” So you couldn’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 away to World War II a real patriot, but now I couldn’t escape feeling like a pariah.

I shipped out with the Norwegian Seamen’s Union, became 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 NMU, the government, and the Coast Guard. It took 8 or 9 years, but we won. We didn’t take the NMU membership’s money though. We just used the suit for leverage.

After we won the case I went back to sea for a year just to show ’em I could. Of course, our seamen’s papers did have what we called “the mark of Cain” on ’em. There was this special stamp. To this day they call ’em “California papers.” As soon as you went on a ship and handed your papers to the commissioner, he said, “Oh, yeah, one of them Commies.” But no American merchant seaman was ever screened again after we won that case. So we won it for everybody.

In 1959 I heard there was a chance of becoming an ILWU longshoreman and I came back to the West Coast. I drove this truck to Portland, Oregon, called the owner, and said, “Come get your truck. I’m going down to San Francisco to become a longshoreman.” There was still break-bulk cargo work then and I knew everybody in the union. Besides, I’d put my ass on the line for the ILWU at that warehouse. I thought, “If anybody’s going to get on that B list, I’d better be one of ’em.” Well, I waited for longshore to open up, and in ’63 it did. That’s when I made the B list.

Strangely enough, I liked unloading coffee ships. Two of you would work these 150, 160 pound sacks. Pump on them all day and you’ll know it. It was hard work, but I liked it. I also liked loading can goods. Usually you’d 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 bump 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 linked arms. They came to arrest us. I said to the cop, “These are union men you’re messing 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 his hands against the wagon and they couldn’t move him inside. So a cop started hitting 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 summation speech 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 forklift and you don’t move any cargo. Don’t you pull that no more.” He started carrying an ice pick. I just looked at him and let him go into his office and sit there. But he never again touched a fork lift.

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. Callie passed away many years ago, but our children, Eady and Shari, still live in the city.

One time word got around that they needed people at the Local 6 hall. Curtis McClain, who was Local 6 president in the 1970s, asked us to picket this place at 8th and Mission Streets in San Francisco. Pretty soon here come a crowd of at least 20 scabs. Leading ’em was this big bastard. I went up to him and said, “That’s far enough, scab.” Next thing I know I’m being restrained by a couple of cops. I’m struggling to get free and this cop raises his club. He was gonna bust my head open.

Well, Curtis grabbed that club with both hands. I’ll never forget that. There’s a union leader for you. The cop said, “Are you trying to release my prisoner?” Curtis said, “No, but you are not going to hit him with that club.” LeRoy King was up in the cop’s face too.

The cop decided the better part of valor. He told me, “OK, get in the police car.” So I did. They wanted to put one of the scabs into the car with me, but I said, “I’m not riding with no damn scab.” They took me out of the police car, put me in a paddy wagon by myself, and drove me to the Green Light Hotel. I ended up with a 100 day suspended sentence.

By the early 1970s I’d worked as an extra in some films in San Francisco. That was fun. Finally I got a speaking role in a class B movie called “Solomon King.” I played a hit man. I went to Hawaii, played in “Hawaii 5-0,” and got into the Screen Actor’s Guild. Then everybody said, “If you want bigger parts, go to L.A.” So in 1975 I did. Down there I was able to pursue a career in TV and films and still work on the waterfront out of Local 13.

It worked out pretty good. I’ve got 80 TV credits. I was in “Streets of San Francisco,” “Hunter”, and “Highway to Heaven.” My best job was in the movie “Norma Rae.” It was about a cotton mill union and I wasn’t about to turn that down. I played the part of a factory plant boss named Jimmy Jerome Davis. I wanted to make him a real heavy, but Martin Ritt, the director, disagreed. So I played it the way Marty wanted and “Norma Rae” became a classic labor film. I ended up in 15 movies and 24 commercials.

I liked Local 13. They were good and militant at enforcing the union. Down in L.A. they nicknamed me “Sea Level” because I didn’t like heights, didn’t like getting up on top of containers to take the cones out, and kept saying, “Keep me at sea level.” I began taking jobs driving UTRs (Utility Trailer Rigs) around on the dock. With my trucking experience I was an ace at backing ’em into the parking slots and stuff.

After I retired I moved to the mountains. When I saw all these pine trees I just went crazy. There are conservative people around here, but I don’t care. I tell ’em, “I’m union. I had a hernia operation. Know what it cost me? Seven bucks!” They can’t believe it, you know?



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.

Dispatcher file photo

TORY PROJECT
K, Part II

*Union Man:
Whitey” Kelm
Locals 10 and 13*

Workers protest workers' comp cuts

by Tom Price

A year after Governor Arnold Schwarzenegger's workers' compensation bill passed the results are rolling in—in 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.

Many demonstrators were disabled workers battling the system that was intended to take care of them. As many as 100,000 cases are stalled in the courts as injured workers sue to get care and compensation. The new system apportions worker awards based on "pre-existing injuries." Longshore Local 10 member McKay Cater told the crowd his story.

"Pre-existing injuries' that is a word they love to use," he said. "It wasn't hurt when I got there, but it was 'pre-existing' when I left."

Cater was hit from behind by a tractor on Oakland's Berth 55. He received treatment for his injured knee, but had to go to a lawyer to get treatment for his injured back when the insurer erroneously said it had been hurt before the accident.

Teamster Jeremy Steward lost an arm to an accident at UPS and has since returned to work. But the company has not provided proper equipment and he now has tendonitis and carpal tunnel in his other arm.

"Just last month I went to see my five-year old daughter perform at her school. For the first time it dawned on me that I couldn't applaud my daughter," Steward said. "I'm going to continue to fight, not just for myself but for my kids and for justice and equality. If we don't make a stand today, the corporations will filter money into the politicians' pockets and have us live in pain and anxiety."

Another worker, a state employee who traveled from San Diego to attend the rally, has spent a year trying to see a workers' comp doctor and has had to take care of his injury on his own.

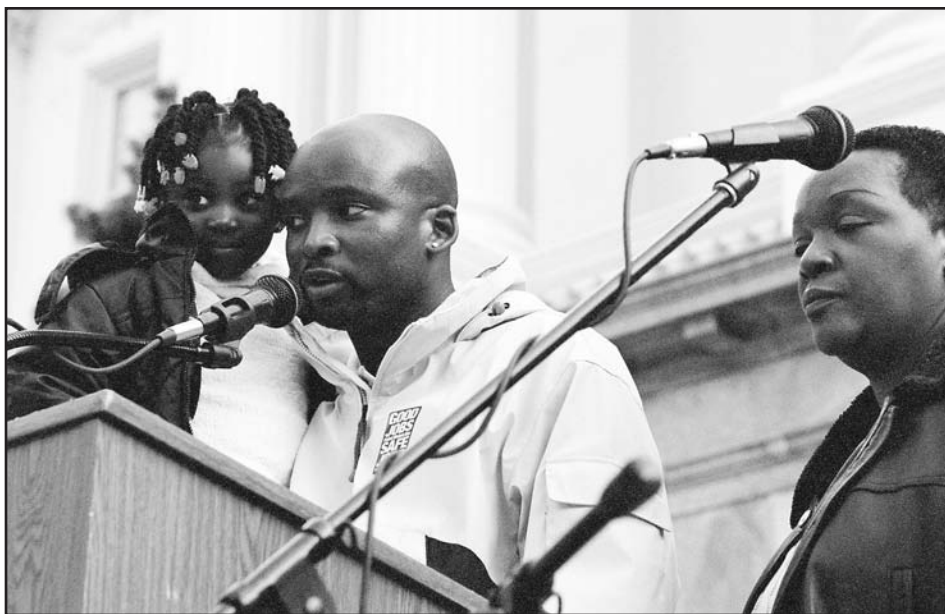
Carol Ong, Chair of Governmental Affairs Comm. for the Assn. of Flight Attendants, told the rally that airline unions had made a deal in 2000 with the FAA and OSHA to get OSHA safety jurisdiction on airplanes. The Bush administration failed to implement it, and now flight crews have no OSHA protection. Flight attendants suffer four times the average injury rate.

"Remember, when you're on an airplane, you're also exposed to hazardous conditions," Ong said. "Did you know that planes are sprayed with pesticides that can last for six weeks? The spray is toxic—it can lead to rashes, swollen eyes, and breathing and reproductive problems."

Labor activist Steve Zeltzer, one of the demonstration organizers, expressed little hope for Schwarzenegger.

"But the legislature, which is controlled by the Democrats, could make insurers testify under oath in hearings and explain why these workers aren't being taken care of," Zeltzer said. "What we need is single payer healthcare that gets rid of the insurance companies, lets you go to any doctor you want and returns the right to sue the employers."

The reformed workers' comp bill routinely fails to pay for long-term care, lost wages and pain. Clifford D. Sweet III, an attorney who formerly headed the professional association representing employer and insurance company lawyers, said in an April 21 memo that workers' comp levels had been slashed to "socially unacceptable" levels by Schwarzenegger's reforms. His memo was addressed to all workers' comp professionals and



Tom Price

Teamster Jeremy Steward with daughter Janae, left, and mother Velma, right. Steward lost an arm in a workplace accident.

reported in the media. Sweet conducted a study that compared pre-reform and current compensation rates for severely injured workers and found payment cuts ranging from 63 to 100 percent.

Since the insurance companies control the system it would only seem natural that they would profit from it. Zenith National Insurance, with two-thirds of its business in California workers' comp, reported a 57 percent increase in net income for the last quarter of 2004 over 2003. AIG, California's largest workers' comp insurer, reported a 19 percent increase in profits despite taking a huge loss on hurricanes and earthquakes. Other companies did much better. Overall, insurers paid 45 cents in claims on each dollar taken in as premiums, according to the April 14 *Contra Costa Times*. Schwarzenegger's many campaign committees received \$1.2 million from insurance companies, \$560,000 from those doing workers'

comp insurance.

Workers' comp became law in 1913. The deal was that workers would give up the right to sue companies in return for guaranteed care and compensation. But with 6.6 million uninsured Californians, workers' comp is the only care many injured workers will receive. The governor's reforms, passed last April, allow the employers and insurance companies to choose doctors and decide on care and paycheck compensation.

ILWU members from Locals 6, 10, 34 and 54 turned out to the demo.

"I wish all California unions would have come out," warehouse Local 6 member Stan Woods said. "I'd like to see job actions for disabled workers' rights and against the type of abuses talked about here, where somebody is threatened with criminal prosecution for allegedly filing false claims when they were obviously injured on the job."

Mass rally demands Congress preserve Social Security

By Mark Gruenberg
PAI Staff Writer

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 preserve Social Security.

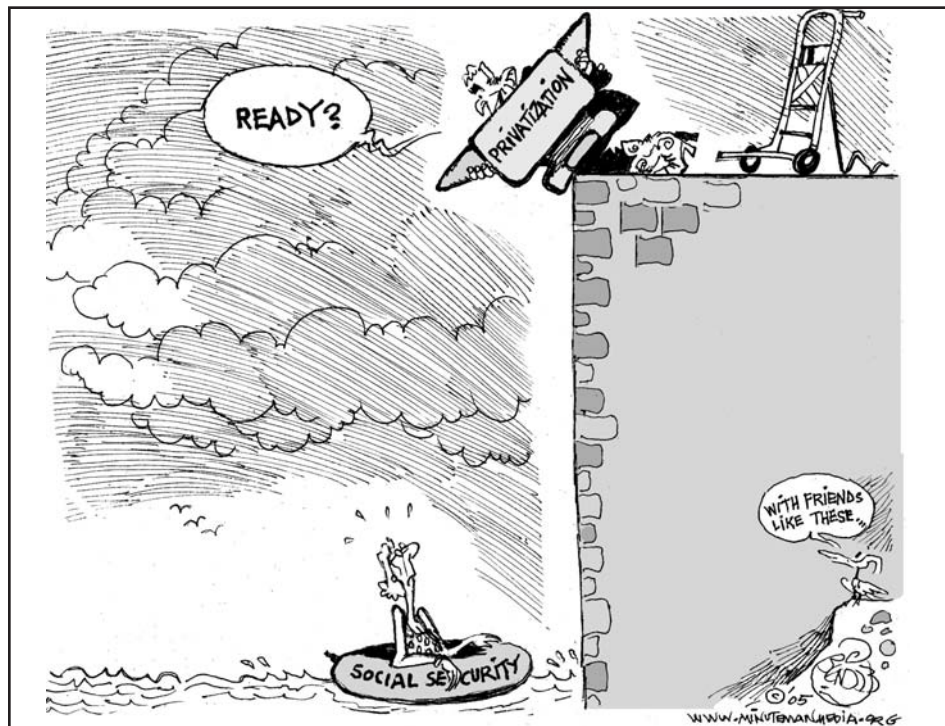
Their key demand in the Capitol Hill demonstration, that the Republican-run Congress reject GOP President George W. Bush's partial privatization of the nation's retirement system, drew strong, united support from congressional Democrats, including key players in the fight.

The unionists, from AFSCME, the Teachers, the Steel Workers, Bricklayers, IBEW and others, cheered pro-Social Security speakers even as the Senate Finance Committee opened hearings the same day on Bush's privatization plan.

Bush was in the midst of a 60-day, 60-city tour touting his privatization plan. It would divert at least one-sixth of the system's payroll tax revenues into Wall Street-managed private investment accounts, starting in 2009.

The Bush tour's handpicked and carefully screened pro-privatization crowds haven't stopped public approval of his scheme from plummeting, several speakers noted. They jokingly offered to send him more plane tickets to keep campaigning.

Unions and their allies organized rallies nationwide to protest privatization, AFSCME President Gerald McEntee and other speakers said. The April 26 events are part of a multi-million member, multi-million-dollar campaign to stop Bush's plan.



The rally drew a solid phalanx of congressional Democrats, led by Senate 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 Finance Committee. He ducked out of the pro-Bush hearing to come to the rally to pledge his support against privatization.

"We've put Bush and the Republicans on the defensive," he told the crowd. "Anything with huge benefit cuts won't fly in Congress. Anything that saddles huge debts onto future generations is going nowhere. And a 'privatization tax' that makes Social Security worse, not better, is going nowhere fast. We'll fight priva-

tization—that risky scheme."

Bush's plan, according to independent studies, would lead to a cut of up to 40 percent in promised future benefits, the borrowing of \$5 trillion over 20 years to finance "transition costs" to the new system and would take some of the benefits of the private accounts from accountholders after they retire.

"Their proposal would sabotage, not strengthen, Social Security," House Minority Whip Steny Hoyer (D-MD) said.

Several speakers, including McEntee, portrayed the battle over the future of Social Security as not only important in itself, but important for the future political and moral direction of the U.S.

The Rev. Robert Edgar, executive

director of the National Council of Churches and a former Pennsylvania congressman, called the fight a moral one, which would show whether we care for orphans, widows, the disabled and the poor.

"If there is a crisis in America," Edgar said, referring to Bush's frequent description of the retirement system, "it's not in Social Security. It's in the children going to bed hungry every night, it's in the millions of people without health care and it's in the lack of education in some of our schools. We call on Congress to move diligently, but without provoking fear" to fix problems.

Conservative actuarial estimates show Social Security could exhaust its trust fund surplus, leaving only payroll tax revenues, in 40 years, he noted.

McEntee called the Social Security preservation battle national and political.

"Poll after poll show people want to protect Social Security, and that everything we hear from the Bush administration about it is falsehood, deception and lies," McEntee said. "Bush has an agenda to dismantle much more than Social Security, including the public pension system."

"We have a big message to George Bush and his backers in corporate America: 'We're going to stop you, George Bush, dead in your tracks,'" McEntee declared.

"You 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."

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 *Sindicato 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 \$25,000 a year.

"The sons and daughters of people who couldn't themselves read or write, humble people, were able 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 on the twin towers in New York, the Salvadoran government moved troops into the port and the airport. El Salvador's ruling party, a descendent of the right-wing ARENA party responsible for numerous death squad atrocities 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 epithets 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, Neparsa, Remarsa, SYCSA and ServiPacific. Privatization was a gift from the Salvadoran government to at least one of the country's wealthiest families—one terminal operator, OPSSA, is owned by the family of Francisco Flores.

The government told workers they could reapply for their old jobs, but 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 new wage was \$12 per day—cutting the daily income of longshoremen by more than 90 percent.

Following its gunpoint 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



Casual workers and their kids at the gates of the Acajutla port waiting for a job.

status. But an atmosphere of fear had already been created by the presence of soldiers, by the firings and by the dark meaning of labeling activists as "terrorists." To intensify the fear, the union's former 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 disbanding 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 Ordoñez, former chief grievance officer and dock worker. As a result, the required number of workers did not attend.

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 left-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," Ordoñez 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 in 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 terminal operators. 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 four longshoremen, two lashers 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 paid 20-30 days after they work. Dockworkers are told they can't eat during the workday, despite the fact that employers are required to provide 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 dockers, 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. When 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 the blacklisted workers, one man, Manuel Manzilla, broke his leg while working on a Sunday morning in March. He wasn't even taken to the Social Security hospital, because the companies try to hide the people who get injured.

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

"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 taken place," Newlyn said. "We hope to bring their case before the world, so that dock workers around the world can take action in solidarity to help Salvadoran workers win their rights."



Fired leaders of both the old and new dockworker unions of El Salvador.

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 devise 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 pretty soon he was in labored breathing," Faker said. "I went over to him and got no response. I ran to the secretary asked her to call 911. I checked his pupils, they were dilated."

Faker pulled out his walkie-talkie and called trainers Dean McGrath, Chris Schwab and Greg Cole to help.

"Dean and I got him down to the ground with help from a student," Faker said. "He was still breathing, then we lost a pulse, he stopped

breathing and we started administering CPR.


"We 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 a defibrillator and a training video were at the facility. The ILWU had opposed the closing of the fire station that dispatched the ambulance, and it remains open. Dockworkers would have to wait another 10 to 20 minutes for aid if it closes.

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.

—Tom Price



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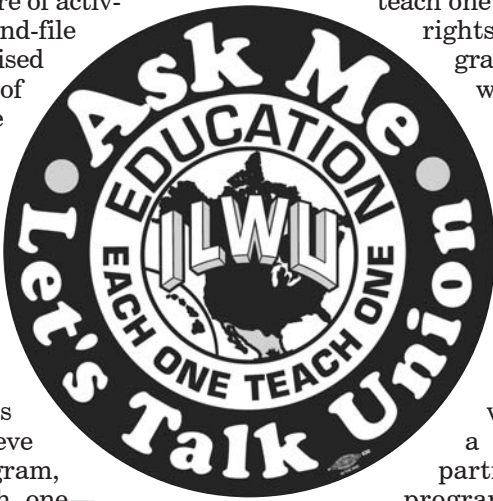
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The new “Ask Me” education program

The Titled Officers are pleased to announce the launching 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 calling upon all members and supporters of the ILWU who wish to maximize their effectiveness in educating union members, their families and their communities about the union’s contracts, principles, programs and activities to identify 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 activists in this rank-and-file program is comprised of the hundreds of members who have participated in the International’s education programs and the Longshore Division’s seminars beginning in 1998 (they will be receiving buttons and stickers directly). We believe this modest program, built on the “each one—



teach one” model of the civil rights movement and grass roots organizing will go a long way to increasing the visibility of the ILWU’s brand of militant, 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 your members in newsletters, union meetings and 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.

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 their rights, responsibilities and heritage is essential to the kind of solidarity needed to build the union and work for the ILWU program in the community. Just as important is the ability to understand and effectively use the ILWU’s democratic procedures to strengthen the union.

The ILWU’s third basic Leadership Education and Development Institute (LEAD), will be held Sept. 19-23, 2005, in Palm Springs California, which will focus on “Tools for Democracy.”

Participation requires a member’s commitment to be of service to the union, to participate in new organiz-

ing programs and to be an effective union representative.

The curriculum will range from the nuts and bolts of Robert’s Rules of Order and running a union meeting to building unity while honoring dissent and diversity. ILWU principles of rank-and-file unionism will guide the workshops and small group discussions that will be the foundation of the training process and will help today’s members gain a working knowledge of the democratic processes that have been the foundation for leadership and decision-making in the ILWU for decades.

Participation will be limited to a maximum of 85 members of the ILWU and the IBU who have been

active in their ILWU local or IBU region as committee members, stewards, trustees, executive board members or caucus and convention delegates. Priority will be given to those members who have 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 create a waiting list in case of cancellations (or non-participation by any locals).

The LEAD budget will cover par-

ticipants’ 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: www.ilwu.org/lead/app.pdf

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: 415-775-1302).

Longshore retired, deceased and survivors

RECENT RETIREES: Local 10—Robert Rachel, Andrew Burns; Local 13—Harold Peterson, Robert Andrews, Frank Urrutia, Anthony Pitesa; Local 21—Jonny Erickson; Local 24—Gary Harner; Local 63—Gene E. Espinosa, Charles T. Coleman, John English; Local 94—Mark Milosevich.

DECEASED: Local 4—Donald Kemp (Lorene); Local 8—Robert King (Margaret), Robert Thario (Evalea), Steve Fitterer, Robert King, Edward Salvensen;

Local 10—James Cannata (Lillian), Robert Mack (Michelle), Jon Bogdanoff (Anita); Laurie Jackson (Gladys), Arthur Carlsen (Juanita), Willie Dhority, Anton Bozic; Local 13—John Brady (Phyllis), Andrew Campos (Lucy), Nick Dragich Jr., Abel Zubillaga, Joel Villar; Local 14—Louis Apo; Local 19—Nils Solsvic (Emilia), Isaac Blufon (Gwili); Local 24—Lawrence Qualey (Mary); Local 34—Leonard Olsen (Kathleen), Lester LaRiviere (Esperanza); Local 50—Glen Beelar (Adella); Local 51—James Whitney

(Rebecca); Local 52—Leslie Wilson; Local 63—Dan Marshall Jr. (Carmen); Local 92—Glenn Cramer (Florence); Local 98—Delor Ward (Mary). (Survivors in parenthesis.)

DECEASED SURVIVORS: Local 4—Wanda Duback; Local 8—Esther Heacock, Dorothy Selanders, Gertrude Peterson, Beverly Lee, Roena Hughes; Local 10—Phyllis Reckelberg, Lucy Jones, Ruth Strauss, Constance Hill, Ora Keys, Irene Rodgers, Leota Gannon;

Local 12—Alleen Carns, Geneva Young; Local 13—Annie Bachelier, Patricia Imbagliazzo, Gladys Bedgood, Gloria Walsh; Local 19—Virginia Dorris, Bernice Boomer, Mary Wright, Evelyn Johnston; Local 21—Delia Hovland; Local 24—Bonnie Jones; Local 26—Elizabeth Zemba; Local 34—Ethel Silva; Local 46—Della Herrera; Local 54—Eona Wilson; Local 63—Frances Price; Local 91—Lilas Aquilina; Local 92—Doris Mowrey; Local 94—Hazel Covington.



PEOPLE

Adams gives A. Philip Randolph dinner keynote speech

ILWU International Secretary-Treasurer Willie Adams delivered the keynote address at the A. Philip Randolph Institute San Francisco chapter's annual awards dinner April 29.

A. Philip Randolph was a leading labor and civil rights activist of the 20th century. He helped found the Brotherhood of Sleeping Car Porters, a union of black workers on passenger trains in 1925. They won a recognition election in 1935, joining the American Federation of Labor and finally wresting a contract from the Pullman Company in 1937. In 1936 he became president of the National Negro Congress, a group trying to build a Black mass movement working with and through trade unions. In 1959 he helped found the Negro American Labor Council. Randolph always felt that Blacks and working people of all colors could only find freedom through the labor movement, that workers rights were civil rights.

In his speech Adams recognized Randolph's place in the civil rights movement.

"A lot of people assume that Dr. King initiated the March on Washington. In fact it was an idea first conceived by A. Philip Randolph, the distinguished labor leader, whose threat of a similar march many years earlier had led to President Franklin D. Roosevelt's signing of Executive Order 8802 in 1941, which established the Fair Employment Practices Commission. By 1963 the country had broken faith and conditions were getting worse rather than better. A. Philip Randolph deemed it time to issue a call for a march that would not be denied. A quarter of a million people answered the call. They came from all walks of life, all races, all income levels and creeds. They came from all over the world. Dr. King spoke from his heart. He had done more than deliver a speech. He had sent out a challenge to the world.

He was not assassinated for dreaming. He was assassinated because he dared to challenge the system."

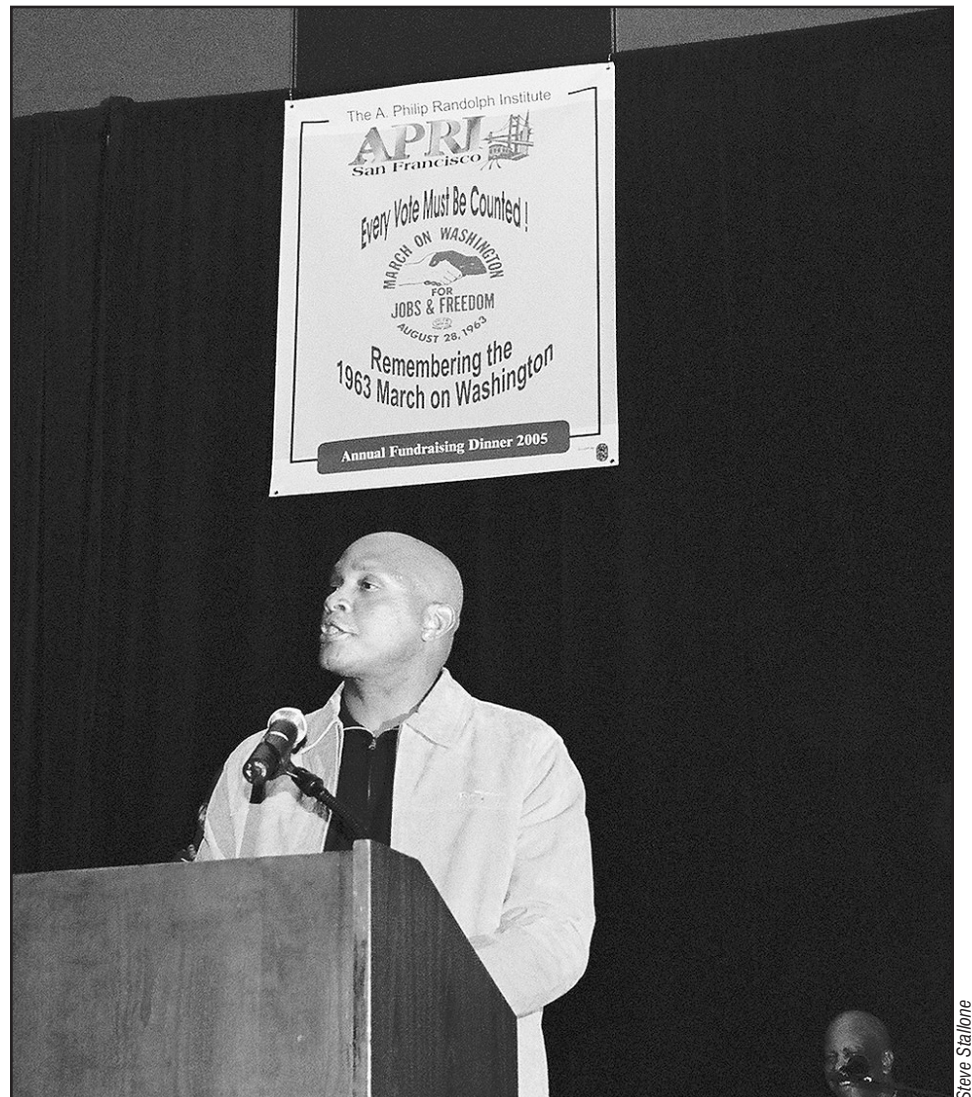
Following the 2004 elections and all the irregularities reported, especially in majority African American precincts, the theme of the dinner was: Every vote must be counted. Adams spoke directly to that issue.

"In the 2000 and 2004 elections Americans also discovered another problem—that the voting infrastructure in our country is broken. Virtually every state's election system would have revealed similar fault lines if given thorough scrutiny. I believe the right to vote is cardinal among all human rights. This right when seen in its entirety as a right to have your vote counted and weighed equally throughout the political process is the key to all other rights."

Adams ended his speech with a call to action.

"Dr. King was very clear when he said, 'If we do not act, we shall surely be dragged down the long, dark and shameful corridors of time reserved for those who possess power without compassion, might without morality and strength without sight.' Now let us rededicate ourselves to the long and bitter but beautiful struggle for a new world. We must rise to every occasion, wielding the considerable power that we possess and we must do so without apology," Adams said.

"In order to live in an America that is truly a nation for, by and of the people, we must become active and responsible members of the political process who vote, lobby and campaign to ensure that rights are protected. For those of us who have fewer days to live than the number of days we have already lived, we must renew our emphasis on the things that work. We must continue fighting for our dignity, defining ourselves, rebuilding our communities and taking personal ownership of our lives, our values and our families. We must



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

ultimately find a way to rise beyond ourselves, beyond our conditions and find the courage to make the painful sacrifices so desperately needed. Such selflessness will not only nourish our human spirit, but will also elevate our communities and empower our nation. Let us therefore commit ourselves from this day forward to vote in greater numbers, speak in louder voices, write with sharper pens and

act with firmer convictions. By doing these things we will reinvent ourselves and also our world."

Honorees at the awards dinner included Congresswoman Barbara Lee (D-CA) as Woman of the Year, SEIU International Executive Vice President Eliseo Medina as Man of the Year and HERE Local 2 President Mike Casey as Unionist of the Year.

—S.S.

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 battle with Parkinson's Disease.

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

As she left school Dust Bowl refugees were struggling throughout California, looking for work after their 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 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 civil rights and 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.

ILWU Library founder Ann Rand hired Margery as an assistant in the early 1960s. She got her master's degree from UC Berkeley in library science and became head librarian in 1963 when Rand retired. She was a good match for the union.

"Margery was a staunch supporter of the CIO and of ILWU brand of politics and unionism," ILWU Director of Educational Services and current Librarian Gene Vrana said of his 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.

"We became very good friends, it extended into our personal life," Schwartz-Cuenod said. "She was very generous in sharing her expertise with me, I learned everything I needed to operate the library from her."

Margery's main contribution to the union came from her work.

"Her research was excellent," Schwartz-Cuenod said. "She was able to produce whatever was needed for



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

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 Marsha.

ILWU Book & Video Sale

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

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- The Union Makes Us Strong: Radical Unionism on the San Francisco Waterfront** By David Wellman: the important new study of longshoring in the ILWU. **\$15.00** (paper-back)
- A Terrible Anger: The 1934 Waterfront and General Strike in San Francisco** By David Selvin: the newest and best single narrative history about the San Francisco events of 1934. **\$16.50**
- 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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