

California's son-of-a-Bush
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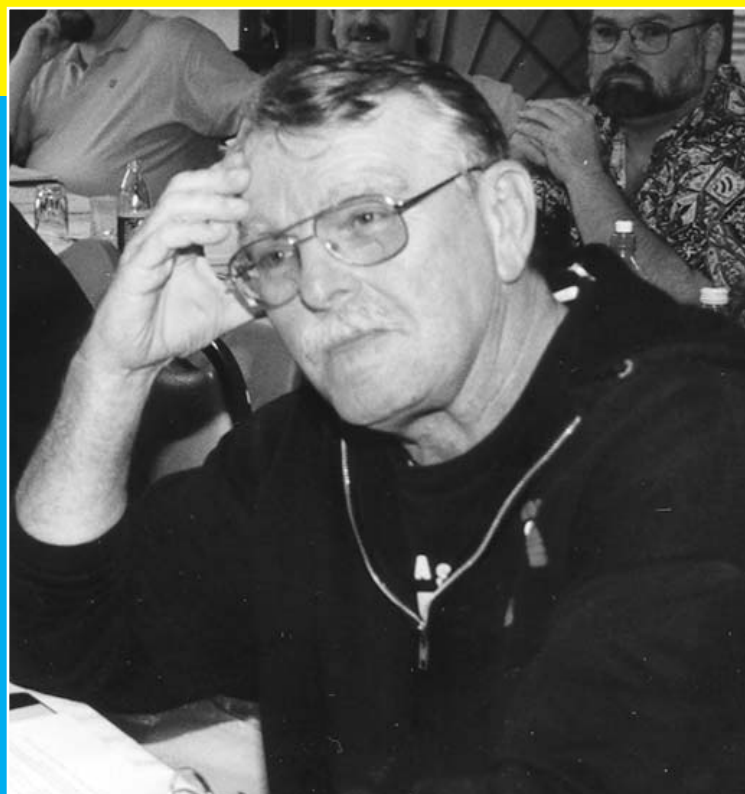
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Inside Line

SOCIAL SECURITY CHARADE

So much of the debate around Social Security misses the point, bypassing the real issues and stakes here.

Never mind that Bush's "facts" and "figures" are more fiction and fear-mongering. Never mind that his plan transparently favors the Wall Street investment firms that will profit from administering all those millions of individual private accounts he wants us to have. Never mind that the plan will foist another two trillion dollars of debt onto the very generation of younger workers Bush claims to be trying to help. And never mind that this scheme is the most inane boondoggle a delusional neo-conservative theorist could devise.

Even so, the corporate media treats it with respect, as if it bears some resemblance to reality. And why not? The parent companies of those media outlets have more than a passing interest in those investment firms and more than a passing interest in proposals now before Bush's Federal Communications Commission to further ease federal regulations controlling media consolidation.

But on so many levels even the opposition wants to argue it on Bush's terms. They argue the numbers don't add up to such an immediate disaster, that there is no way to predict what will happen to the economy in 20, 30 40 years. At the same time, while positing such unknowns, they are all too willing to concede now to such proposals as raising the retirement age so they can sound reasonable, like they want to "share the pain" of the reform, as if the rich were ever hurting here.

But as ILWU Legislative Director Lindsay McLaughlin points out on page 4, Social Security is so much more than a retirement program. Not that having a minimum safety net for retirement isn't an essential part of the vision of Social Security, and, as McLaughlin notes, one that is particularly vital to women and people of color.

Social Security was also designed and intended to help disabled workers, those too mangled by the production process to continue to be exploited by their employers. It was also meant to provide the most minimal support for the widows and orphans of the casualties of the workplace. Are we to re-resign these people to 19th century-style poor houses and orphanages, or are we, as a society, going to give them some security—that is, Social Security?

And no one seems to be talking about how Bush's proposal is redundant and unnecessary. American workers already have access to legislated, pre-tax incentive private retirement savings accounts. They are called IRAs and 401(k)s. If workers want to risk their retirement savings on the stock market, the vehicle for that already exists. Why should we have to give up Social Security for more of the same?

This issue pits employer versus employee as clearly as any in recent history. Not only do the rich get richer in Bush's scheme, but he and his cohorts seem to have no problem making workers' lives more miserable to do it. Ultra-wealth and ultra-power are not enough—they have to grind our faces in it.

—Steve Stallone
Editor

PRESIDENT'S REPORT

Arnold: California's son-of-a-Bush

By James Spinosa
ILWU International President

Arnold Schwarzenegger rode a wave of populist discontent and Hollywood star power into California's governorship. He played the role of the outsider taking on the status quo, the new sheriff come to clean up the town. The newspapers never mentioned the bankers and railroad barons funding his efforts.

In a state that rejected George W. Bush by large margins in both 2000 and 2004, Schwarzenegger is pushing an economic agenda that is a clone of Bush's—attacking union workers, their working conditions and pensions and privatizing as much of the social wealth as possible. He speaks of getting rid of "special interests" to allow the "business of the people" to proceed. Translated, what he really means is getting rid of the protections working people have won through decades of long, hard struggle in California and thereby allowing his rich friends and donors to reap ever-larger profits.

In the short time he has been in office, Schwarzenegger has vetoed legislation that would have raised the minimum wage, that would have reduced offshoring of American jobs, that would have made health care accessible for millions more California workers and that would have reduced prescription drug costs. He has also lowered workers' compensation payments for disabled workers.

Many of the "special interests" Schwarzenegger is so boldly taking on have one thing in common—they are workers organized in unions with good contracts affording them livable wages, health care coverage and pensions. Among his top targets are nurses, teachers and government workers. Going after the very people who care for our sick family members and who teach our children is particularly perverse.

If you have ever spent any time in the hospital, you know the kind of stress nurses, the front-line care providers, are under with the number of patients they must oversee. And you know who pays the price for their being spread too thin.

The nurses' unions have pushed for lower patient-to-nurse ratios that mean more care. In fact, the state legislature passed a law, signed by then-Governor Gray Davis, empowering the state's Department of Health Services to set nursing ratio standards. But at the behest of the health care industry, which apparently can't seem to make enough money no matter how high or often they raise rates, Schwarzenegger single-handedly stopped the implementation of that law last November. Citing what he claimed was a shortage of nurses, he declared an "emergency" that would allow hospitals to retain the higher ratios. The emergency order expires in 120 days, but Schwarzenegger is trying to extend it for three more years.

Schwarzenegger's attacks on the state's teachers are even worse. California voters mandated a certain level of funding for public schools and community colleges by passing Proposition 98 back in 1988. This vote reflected the priority most people give to their children's education. School officials and teachers' unions negotiated a cut in the education budget last year to help with the state's enormous deficit, but did so in exchange for Schwarzenegger's promise there would be no further cuts. But the governor's proposed budget reneges on that promise and calls for continuing cuts in school funding.

Still Schwarzenegger is not satisfied with simply closing

schools and their libraries, with increasing class sizes and reducing educational materials, with laying off teachers, school counselors and nurses. As a true anti-union politician he has to attack their collective bargaining agreements. He wants to eliminate their good defined benefit pensions and replace them with privatized plans. And it's not just the teachers he wants to do this to—all government workers, including fire fighters, are now entrenched special interests "threatening our state."

Schwarzenegger is even targeting low-wage workers without contracts who depend on the minimal protections offered by state law. His latest move will basically eliminate the legal requirement for employers to give their workers a half hour unpaid lunch break after no more than six hours of work. Under his proposal employers would only be required to post a notice informing workers they have a right to a break, but not be required to provide it or pay workers who miss their breaks. Workers could easily be pressured into "waiving" their meal periods for up to a ten-hour shift.

Schwarzenegger at first tried to enact this change through executive order—that is, just because he said so. He rationalized it as an emergency move to stop all the lawsuits against employers who were violating the meal period law—he was claiming the emergency was not the flagrant illegal actions of employers, but the enforcement of the law. The public outcry was so intense that

even he had to back down temporarily. But he is still intent on getting the state's Division of Labor Standards Enforcement to change the regulation.

All this raises the question: Who are the real special interests behind these policies? Some of the corporations with meal and break period lawsuits pending that have also contributed to Schwarzenegger and the Republican Party include Wal-Mart (\$ 3 1 8 , 0 0 0) , V o n s / S a f e w a y (\$156,200) and McDonald's (\$9,000). Those publicly supporting Schwarzenegger's rule changes include the California

Restaurant Assn. (\$131,000) and Outback Steakhouse (\$50,000).

And while the special interests of workers and their unions are being attacked loudly and publicly, corporate interests are quietly taking over Schwarzenegger's administration. For example, the governor's Deputy Chief of Staff, Garrett Ashley, is the former executive director of Tech Net, a network of high tech corporate executives that lobbies in Sacramento for their interests.

The Deputy Chief of Staff for External Affairs, Cassandra Pye, worked for the past 12 years for the state's Chamber of Commerce, running its political activities. The new Food and Agricultural Secretary, A.G. Kawamura, is the past chairman of the Western Growers Assn. that opposed legislation protecting farm workers and has opposed agricultural environmental regulations. He is now in charge of enforcing them.

The Legislative Secretary, Richard Costigan, was the chief lobbyist for the California Chamber of Commerce, meaning that big business is now running the governor's legislative agenda.

The undersecretary at the California Environmental Protection Agency, James Branham, worked for the Pacific Lumber Company which had its logging license suspended several times during the 1990s for its various violations of environmental regulations and for trying to cover up those violations.

The list could go on and on. The point is that Schwarzenegger is as big a threat to the interests of workers and unions in California as Bush in the nation.



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Freedom celebration and international miners conference

ILWU attacks solidarity gatherings in South Africa

By Steve Stallone

The ILWU sent three delegates to represent the union in South Africa at the tenth year commemoration of the end of apartheid and at an international mine workers conference last November.

International Secretary-Treasurer Willie Adams, International Executive Board member Trinidad Esquivel (representing the Southern California mining Local 30 in Boron) and Mike Diller (president of Local 20 that processes and packages the mined borax products for export in Wilmington) made the 20-hour flight to Johannesburg with excitement and anticipation. The parade celebrating the end of South Africa's institutional system of racism and segregation and the beginnings of its democracy was the highlight of the trip for the ILWU delegation. It was a victory not just for the people of South Africa, but for the ILWU as well, which was very involved in the international movement to take down the old regime through its boycotts of South African ships and other actions.

The South Africans themselves recognized the union's central role in the struggle by asking the ILWU delegates to lead the march through the streets of Johannesburg. They carried a banner proclaiming "United Against Apartheid / Together in Freedom / An injury to one is an injury to all" along with the ILWU insignia and signed by the Titled Officers and the Coast Committee.

Adams was transported by the experience.

"I felt like we were riding on the wings of angels," he said. "Especially hearing the feet on the pavement. I thought to myself, 'This is what Martin Luther King Jr. must have felt like on the march to Selma.' The ILWU had pushed the fight against apartheid, so it couldn't have been more fitting for us to be there out front. People were coming out of the buildings and onto the streets to join the parade. It doesn't get much better than that."

Diller too was swept up in the emotion of the moment, recalling memories of past struggles.

"I remember marching in 1985 at the University of California in Berkeley to divest its capital in South Africa in an effort to end apartheid during our International Convention,"



Marching in the streets of Johannesburg. Far left, International Executive Board member Trinidad Esquivel; center, International Secretary-Treasurer Willie Adams; and far right, ILWU Local 20 President Mike Diller.

he said. "This was just as much of an uplifting experience as that was."

After the parade Adams, Diller and Esquivel gave their banner to the African National Congress (ANC), Nelson Mandela's organization that led much of the fight against apartheid. It now hangs in the ANC headquarters.

As time allowed the ILWU delegates also visited the black township of Soweto, where much of the revolutionary movement was sparked, and the modest home of Nelson Mandela before he was jailed by the repressive government. The house has since been transformed into a museum of apartheid, a remembrance of a brutality that reigned not far in the past.

"It was a very somber experience," Diller said.

The humble structure also houses numerous plaques, memorabilia and awards Mandela received over the years, including Sugar Ray Leonard's welter weight boxing belt.

"Sugar Ray was so moved by Mandela he gave him his championship belt," Adams said, noting that Mandela had been a boxer himself in his younger days.

In the two days prior to the parade the ILWU delegates attended the World Conference for the Mining

Industry hosted by the 20 million-member International Federation of Chemical, Energy, Mining and General Workers Union (ICEM). Representatives from mining unions around the world gathered to support each other in their struggles against international mining conglomerates. For example, Rio Tinto, the company that employs ILWU Local 30 borax miners in the Southern California desert and the Local 20 chemical processing and packaging workers at the Port of Los Angeles, is the largest mining company in the world and is notorious for its anti-union activities in South Africa, Australia and many other countries.

"At the conference we learned that Rio Tinto has joined groups like the International Council for Mining and Minerals (ICMM) to make themselves look good throughout the world," Esquivel said. "But Rio Tinto has yet to sign onto to global agreements to better the lives of working people."

As part of the ICEM's four-year work plan, the conference called for "meaningful, inclusive and regular social dialogue" with employers at the highest level and with the employer group ICMM to monitor basic international standards set by the United Nation's International

Labour Organization. The plan also calls for a campaign to get all countries with mining interests to ratify ILO Convention 176 on Mine Health and Safety; to move forward to implement ILO Convention 162 on employment and social impacts of a ban on asbestos mining; to use the global union federation and global agreements to unite and organize workers worldwide; and to continue to build local partnerships in mineral extraction areas in the fight against HIV/AIDS.

"The real challenge for the people of South Africa since the end of apartheid is to overcome the HIV virus," Esquivel said. AIDS has become the top public health issue throughout Africa.

Another part of the work plan calls for the mining industry to meet the human needs of its workers, families and communities. It sends a clear message to both private and public financing organizations that the "one-size-fits-all" mine privatization and restructuring model is unacceptable. Citing a record of social devastation in countries that have rapidly liberalized mining enterprises, the work plan warns such financing bodies "that the unilateral imposition of any restructuring that is not socially sustainable is bound to fail."

The work plan concludes with a resolve condemning the invasion of Iraq, and a call to the international community for early elections in Iraq and for withdrawal of all occupying forces. The plan also calls for immediate action toward a just settlement of the Palestine-Israel conflict that includes an independent and viable Palestinian state.

"I left Johannesburg with a tremendous feeling of solidarity with our brothers and sisters throughout the world who belong to the labor movement," Diller said. "The delegates want us to end the war in Iraq. They love our people, but hate George Bush and the policies he stands for."

Adams, who attended the last ICEM conference in Australia in 2002 along with Director of International Affairs Ray Familathe, was pleased with the delegation's short but productive trip, solidifying the ILWU's relations with other workers and planning further collaborations.

We were where we needed to be, getting done what we needed to do," he said. "Our visit also laid the groundwork for the Maritime and Mining Conference the ILWU will be hosting in Southern California this May."



At the Mandela House Museum: (Left to right) Keith McCorriston, MUA Branch deputy secretary for Western Australia, ILWU Local 20 President Mike Diller, ILWU International Secretary-Treasurer Willie Adams, ILWU International Executive Board member Trinidad Esquivel, the Mandela Museum curator and three Australian miners.

WASHINGTON REPORT

Bush Social Security scheme on deck

By Lindsay McLaughlin
ILWU Legislative Director

During the 2004 Presidential election campaign, George W. Bush refused to speak truthfully about Social Security privatization. After his alleged victory over Senator John Kerry, he is moving quickly to destroy a Social Security system that has worked remarkably well since 1935. During the campaign, Bush promised that there would be no pain, only gain in forcing younger workers to gamble on the stock market for their retirement needs. He promised that current beneficiaries would not be affected by the scheme. He promised that he wanted "private accounts" for the benefit of workers, not for his friends on Wall Street. He was lying.

Bush has convinced the Republican leaders of the House and Senate that they must move quickly on Social Security privatization in 2005 before the opposition is mobilized and people realize they are being sold a bill of goods. The administration plans to present a bill to Congress in late February or early March. In the interim, Bush has instructed his aides to tell the American people repeatedly that Social Security is in a state of crisis and that we either need a massive overhaul or we will lose the system. Again, he is lying.

According to the Social Security actuaries, the trust funds currently carry enough reserves to pay full benefits to all who are eligible through 2042. After 2042 the trust funds will still have enough in revenue to pay approximately 75 percent of benefits. What are needed are minor adjustments to the system, not a complete demolition of a traditional system that has worked and provided real security to senior citizens, disabled workers, widows and orphans since 1935.

Prior to the enactment of Social Security, people usually worked as long as their bodies and minds allowed them to. Only the rich or seniors with families to take care of them could retire in dignity. If a worker was too old or disabled to work and did not have family to rely on, they were relegated to the poorhouses. Children of deceased workers were often sent to orphanages.

The *Washington Post* reported Jan. 4, 2005 that the "Bush Administration will propose changing the formula that sets initial Social Security benefit levels, cutting promised benefits by almost one-third." Many Social Security beneficiaries on fixed incomes are currently facing difficult choices given the high cost of food, gas and particularly prescription drugs. Now, Bush's secret plan to take one-third of their Social Security check from them has been unearthed.

Under this leaked proposal, the first year benefits for beneficiaries would be calculated using inflation rates rather than the rise in wages over a worker's life. Because wages tend to rise considerably faster than inflation, the new formula would stunt the growth of benefits, slowly at first, but more quickly by the middle of the century. The administration is telling younger workers that they will more than make up the difference in the cuts to their Social Security payment by diverting a portion of their Social Security taxes into private accounts. Banking on the stock market is a precarious position for anyone

who hopes to have a secure, stable retirement plan.

THE RICH GET RICHER...

Bush's privatization scheme will cost more than Social Security over the long term. And Wall Street barons and insurance companies want the profits from administering private accounts. Social Security spends one percent of its money on administration. Administrative costs for private investment companies range between 12 and 14 percent, according to the American Council of Life Insurers. Under Chile's privatized retirement system, investment companies are charging fees of 15 to 20 percent.

Many workers believe they are impervious to making wrong decisions in the stock market and they will always make money. Not true. Since 1956 there have been 10 major downturns in the stock market, during which stock prices have tumbled by 20 percent or more for months and even years. Starting in 1973, for example, stock prices, as measured by Standard and Poor's 500 Index, tumbled by 48 percent before they finally bottomed out nearly two years later. The stock market did not reach its January 1973 level again for more than seven years.

Stock market declines as big as the one in 1973 and 1974 would have a catastrophic impact on retirement income security under a system in which personal retirement accounts replaced Social Security. Assuming the amounts set aside in personal accounts were fully invested in the stock market, two workers with identical work histories, wages and retirement account contributions could see their retirement nest eggs vary by more than 50 percent, depending on whether they had the good luck to retire in 1970 or the bad luck to retire in 1975.

When George W. Bush became president, the stock market took a dramatic dive and has just recently started to recover. In 2000-2001, many workers saw their 401(k) plans lose half their value. Many workers had to postpone their retirement because they had counted on a healthy 401(k) plan to strengthen their retirement security.

Suppose the stock market crashes only twice a century. Most people will live into their seventies, eighties or nineties. The odds are good that most workers will see one big crash. Retire-

ment accounts tied into the stock market would be devastating to the country's retirees and disabled workers.

Under the Bush's hand-picked commission's plan, one-third of workers' contributions to Social Security would be diverted from the trust funds into private accounts. The trust funds would lose almost \$2 trillion in the first 10 years alone. So significantly does this diversion hurt the trust funds that the date Social Security would be unable to pay full benefits would be moved up (from 2042 to 2021). How does that fix the long term solvency of Social Security? It doesn't.

Bush's plan actually creates a crisis in the system that does not exist today. In fact, in order to give a boost to Wall Street, Bush is banking on the fact that you will believe his lies that the system is in crisis and rally to support his ill-conceived scheme.

SOCIAL SECURITY WORKS FOR WORKERS

Social Security is one of the most successful government programs in U.S. history. Since its creation in 1935, it has played a crucial role in making sure that income to a family continues even when a worker retires, dies or becomes disabled. To stay strong, Social Security will need to retain the principles that make it successful and to undertake modest, responsible changes. Bush has teamed up with right-wing demagogues and profiteers to foster a sense of crisis in the system for the sole purpose of destroying the traditional system for a private, profit-making enterprise that will assuredly create social instability.

Bush and his allies ignore essential facts, including that Social Security provides disability and survivor benefits for workers and their families; that individual investments produce risks and volatility; and that only Social Security guarantees adequate lifelong income for all working Americans.

Nearly three in 10 workers will become severely disabled, either physically or mentally, and unable to work for some period before retirement. About 7 million disabled American workers and dependents receive benefits from Social Security today. The benefits go not only to disabled workers, but to their spouses and children. The benefits give peace of mind to a family struggling with a disability. Social Security benefits will replace up



to two-thirds of a worker's earnings throughout the disability, until retirement age if necessary. If a worker dies, Social Security will pay the survivors slightly more than four-fifths of his or her earnings so that a family devastated by the death of a member will not have to worry about impoverishment too.

Social Security is a lifeline to 30 million retired workers. For most Americans, savings and pensions are not the key to a decent retirement. The key is Social Security. Social Security is particularly important to women. Three out of four women rely on Social Security for half or more of their retirement income. One of four relies on Social Security for all here income. Without Social Security almost half of people 65 and older would live in poverty.

Retirement experts often talk about a three-legged stool: Social Security, pensions and

income from savings. Recently, courts have allowed corporations in bankruptcy or reorganization proceedings to withdraw from their pension obligations under collective bargaining agreements. The Pension Benefit Guarantee Corporation (PBGC), the federal agency that is supposed to insure pensions, itself is in financial trouble. Workers have great difficulty in this country saving because wages have stagnated for so long and the cost of health care and other essential needs spirals out of control. Social Security is the most stable of the stool's legs because it provides the retirement income guaranteed to stay stable even if the stock market drops. Why would we want to create another wobbly leg on a stool?

JUST SAY "NO!"

Recent news reports say that Bush and his cronies are making a lot of noise that they touched the third rail of politics, Social Security, and survived. They think this gives them the mandate to go in, change a working program, siphon profits off to their friends in Wall Street, and stick it to hard-working Americans once again. It's up to YOU to tell him this is not going to happen. Expect a major fight early this year. The ILWU and other unions must mobilize and let our elected officials know that NO pass will be given for helping Bush rob America's seniors. We must fight this battle, before America is changed forever.

Please send a letter to your Senators and member of Congress today and demand that they oppose any measure that privatizes Social Security. I would like a copy of your correspondence so that we can keep track of the communication going to Congress.

Your members of Congress can be reached at the following address:

The Honorable _____
U.S. House of Representatives
Washington, D.C. 20515

The Honorable _____
United States Senate
Washington, D.C. 20510

The address of the Washington Office:

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Union tugs ‘first responders’ in maritime disaster

by Tom Price

The wind was howling and the waves churning in the Bering Sea off Unalaska Island when the bulk carrier *Selendang Ayu*’s engine failed. At about 1 a.m. Dec. 7 her captain put out an urgent plea for help to the tugs at Dutch Harbor, 50 miles away in Alaska’s Aleutian Islands.

The Inlandboatmen’s Union-crewed tug *Sydney Foss* answered the call and battered its way through icy waters to join the Coast Guard Cutter *Alex Haley*. Together they would attempt a daring rescue that ended tragically for six of the *Selendang*’s crew. The ship and crew weren’t all that was at stake. The ship’s 424,000 gallons of bunker oil would foul beaches, kill marine wildlife and disrupt the livelihoods of people in the region.

The *Selendang* had sailed out of Seattle Nov. 24 with a load of soybeans, heading for China. The great circle route she traveled threads through a break in the Aleutians off Unalaska on the shortest route to Asia. But the savage storm put an end to the voyage and the ship.

The *Haley* arrived first at the scene, but the cutter was not equipped to tow the 72,000 ton ship and the *Selendang* was close to breaking up on the sheer rocks of Bogoslof Island.

“We had been towing a barge,” said Chris Miller, AB-cook on the *Sydney*. “We secured the barge at Dutch Harbor and got ready to put out our emergency line when we got there.”

The tug pounded its way though seas gathering to 40 and 50 feet to where the ship helplessly drifted toward disaster. Miller’s IBU crew-mate, engineer Chad Alton, said the ice pellets hitting the wheelhouse sounded “like somebody was shooting at us with .22s.”

The *Sydney* arrived at about 8:00 p.m.

“We got on the lee side of the ship and figured how to get our line up there,” Miller said. “We figured we could do it. The ship’s crew threw a monkey fist on the end of a line to us and the mate Scott Olson grabbed it out of midair and tied it around our messenger line.”

A “monkey fist” is a knot on the end of the heaving line with a weight

in it. Imagine catching a softball at night on the deck of a boat riding 30-foot waves.

“We got a 10-inch, 600-foot line on the ship and we started towing on it, trying to get the ship twisted into the wind,” Miller said.

The *Sydney* hauled for nearly 12 hours, until 8:00 a.m.

“We were pulling at 550 rpm. That’s as hard as we could pull,” Alton said. Then the line parted.

“We were able to slow her down so there could be a daylight rescue, and we altered her course a bit so she could drop her hooks,” Miller said. “When we started they were going to be aground in about three hours. We bought them 12 to 14 hours more. But the line parted before she got her hooks down. It was our intention to hold her there, and hopefully to tow her out.”

Still the *Selendang* got two anchors down, buying precious time. The *James Dunlap*, another IBU-crewed tug, also got a call to help and headed out.

“We took off at 7:30 p.m. on the 7th at full speed,” *James* skipper Rob Campbell, a member of the Masters Mates and Pilots union, told *The Dispatcher*. “We weren’t 10 miles out of harbor when we started getting 75-80 mile an hour gusts and seas coming directly ahead of us. We were slamming into them and making only about six knots.”

The *James* is a tractor tug, designed to work the harbor and not the open sea in a gale.

“About 4:30 a.m. on the 8th we arrived on the scene,” Campbell said. “It was way too rough to let anybody out on our deck, and we stood by until daylight to see if we could help the *Sydney* pull.”

The *Sydney* jogged into the weather after her line parted.

“It was three or four hours from the time we pulled in the line, spliced a new eye in it, and got back to the ship,” Alton said. “At that time it was just too nasty to get a line up.”

The waves grew larger in the shallow water. The anchors held for a time, long enough for the Coast Guard to get 19 of the 26 crew off using a Jayhawk helicopter. But it only took only a couple big waves and last anchor let go. About 6:00 p.m. the ship ran aground.

The engine crew of seven and the



IBU members (left to right) John Weber and Steve Devitt, with skipper Rob Campbell onboard the tugboat *James Dunlap*. They are holding the towline they had ready to put on the *Selendang*.

captain remained on board, desperately trying to restart the ship’s engine without success. A Coast Guard swimmer was also put aboard to help in the rescue. The Jayhawk, together with a Dolphin helicopter commanded by Lt. Tim Eason from the *Haley*, flew in to rescue the last eight sailors.

“They got seven of the eight sailors up into the copter before a big wave broke over the bow of the ship and the Jayhawk either flamed out or was driven into the water,” Campbell said. “The little [Dolphin] ’copter dashed in to pick who he could out of the water. The *Sydney* and myself on the *James* ran in to be as close as we could.”

The Jayhawk’s three crew members and one seaman were rescued, the remaining six sailors are presumed to have drowned. The Coast Guard crew wore survival suits, the ship’s crew did not.

The ship’s captain and the Coast Guard swimmer stood on the fo’c’sle of the doomed ship.

The *James* moved in close to act as a radio relay between the rescue swimmer, who only had a walkie-talkie, and the *Haley*. At 7:15 the *Selendang* broke in two.

“About the only way you could see the bow section was when the waves would break over it in a sheet of white water,” Campbell said. “At about 10:30 that night the ’copter came back and rescued the swimmer and captain.”

While the *Haley* jogged into the weather through the night, the *Sydney* and the *James* found some protection in Pumicestone Bay, about eight miles away.

“We pulled into the bay and got a good night’s sleep,” Alton said. “We’d been up for days. Even when we got to lay down, we’d be thrown off our mattresses by the weather. Our entire crew, from the captain to the cook, did an awesome job.”

Back on shore, ILWU Local 200 members in the Harbor Master’s office were already on the move when the *Haley* sailed into Dutch Harbor with the surviving sailors.

“The crew were rescued with just the clothes on their back and no shoes,” ILWU member Heather

Taylor said. “Zooey Sewell, [a Local 200 member] and I called around to friends and local businesses to get clothes and shoes for the crew. Within a matter of two hours we had new shoes for each one of them, socks, underwear, tee shirts, sweat suits and phone cards so they could call home.”

By Jan. 18 approximately 42,000 gallons had been recovered from the stern section, but most of the fuel is unaccounted for.

Alaska longshoreman Pete Hendrickson, an ILWU International Executive Board member and a member of the Board of Directors of the Alaska Marine Conservation Council and of the International Bering Sea Forum, a half-Russian, half-Alaskan group dealing with coastal communities and fisheries, bemoaned the pollution effects of the accident on local people and wildlife.

“They put some booms around the mouths of salmon streams,” Hendrickson said. “It won’t affect the movement of cargo per se, and there are no commercial salmon fisheries right there. But a lot of people catch their subsistence from the sea, and a number of us are part-time fishermen. Some of us fish halibut, cod and other fish. It’s common for people in our part of the world to catch a good part of what they eat.”

The cause of the accident is still under investigation. The engine had suffered a crack in a cylinder lining, according to the *Seattle Post-Intelligencer*. The ship can lose as many as two of its six cylinders and still move, but the engine must be stopped to bypass the affected cylinder. Restarting the 340-ton engine at sea can be difficult, especially in heavy weather.

“This emergency demonstrates the professionalism that our sailors have shown for years working in the dangerous waters of Alaska,” IBU President Dave Freiboth said. “We’re on the front lines. The water side of the maritime industry is increasingly important. Tanker escorts and ship rescues are becoming more and more a part of our work. You need a lot of gear to tow a ship that size in that weather, and ‘heroic’ is really the term for their efforts. That’s what IBU guys do.”



Endangered seabirds fly by grounded *Selendang Ayu*.

courtesy of U.S. Coast Guard

Bob Hallinen / Anchorage Daily News

Desert docks and octopi: How is

by Marcy Rein

California’s newest port could be humming in the high desert within five years, if the City of Victorville and its corporate partners make good on their plans. The city owns the site of the former George Air Force Base. The site, now called the “Southern California Logistics Airport,” holds a 5,000-acre business complex that includes office, manufacturing and industrial space as well as an international all-cargo airport. For two years now, Victorville has been working with the Pasha Group, a logistics company which manages terminals at the Ports of Los Angeles and Long Beach. They plan to develop a full intermodal yard, a distribution center and other port facilities some 100 miles from LA/Long Beach Harbor, in the back yard of ILWU mine-mineral processing Local 30 in Boron. That could spell trouble, said Trinidad Esquivel, ILWU International Executive Board member from Local 30. “People in the high desert will work for \$8 an hour,” Esquivel said. “If the ILWU employers could move the ocean from LA to the desert, they would do it.”

Esquivel spoke at the Dec. 8 meeting of the new ILWU Elected Leaders Organizing Task Force. That meeting brought together members of the IEB, leaders from the ILWU’s warehouse and marine divisions, staff from the International Organizing Dept. and top organizers from the AFL-CIO. They took a hard look at the strategies and resources the union will need to organize successfully in the face of a hostile government, feeble labor laws and a rapidly changing economy.

Recognizing that winning strategies will have to be grounded in an understanding of the ways the cargo-handling industry is changing, the Task Force spent part of the day reviewing research done last year for the Longshore Division by a team from the Institute for Labor and Employment at the University of California. That team included Peter Olney, now back at the ILWU as International Organizing Director; Amy Willis, now an International Organizer/Researcher for the union; and Arin Dube, Rhonda Evans, Peter Hall, Van Swearingen and Goetz Wolff. The information below comes largely from that research.

Globalization, deregulation, and changes in technology and retailing have spurred ongoing change in the cargo-handling industry. Information and information workers are playing a greater role. Companies with long histories in the industry are taking on new functions and new kinds of companies are popping up. Work is moving inland and out of ILWU jurisdiction.

The ILWU works at a key link in the cargo-handling chain. The chain brings raw materials and manufactured products into the U.S. and brings goods produced in this country to ports for export. The major links in the cargo-handling chain include water and rail transportation, trucking, warehousing and distribution, and “services incidental.”

Workers in the “services” sector include brokers, freight forwarders, reservations agents and many others who deal with information and arrangements. They make up the fastest-growing part of the industry.

ILWU employment in West Coast ports held steady at about 10,500 between 1980 and 2000. But in that time, the amount of cargo moving through those ports more than doubled and overall employment in cargo-handling grew by nearly 50 percent. There’s work. It’s just not ILWU work.

In fact, it’s not union work at all. The chart on the right shows employment trends in the five parts of the cargo-handling industry. The number of workers employed in “services incidental” grew by nearly 80 percent between 1983 and 2002. The number in warehousing grew by around 70 percent and the number in trucking by 60 percent.

Rail and water transportation lost workers. The numbers employed in railroad shrank by nearly 40 percent and those in water transportation by 20 percent.

These shrinking parts of the cargo handling industry have the highest union density (percentage of workers who belong to unions). They also paid the highest wages. West Coast railroad workers earned an average of \$21 per hour in 2001, and water transport workers an average of \$24.

Union density in the fastest-growing parts of the cargo-handling industry declined steadily from 1983 to 2002. Density fell from 31 percent to 14 percent in warehousing, from 35 percent to 24 percent in trucking and from seven percent to four percent in services. (see chart, page 7)

The percentage of people with steady jobs in warehousing has gone down too. Employers rely more and more on temporary workers to staff distribution centers and warehouses.

“Wages, working conditions and unionization have all suffered from degradation on the local front of global logistics,” U.C. Riverside Professor of Sociology Edna Bonacich wrote. (*New Labor Forum*, Summer 2003). “And the last bastion of labor strength, the ILWU, faces serious challenges.”

Some of these challenges showed in the coordinated attack by the employers and the federal government during the 2002 Longshore Division contract talks. The outcome of last November’s election signals an even fiercer battle in 2008.

“As a lame duck, Bush can do a lot of damage between now and then to labor’s ability to organize

and bargain,” ILWU International Vice President Bob McEllrath said.

NOT YOUR FATHER’S SHIPPING LINE

Not so long ago, most employers in the cargo-handling industry managed a single link in the supply chain. They operated trucks, or warehouses, or ships.

Now most cargo-handling companies control many links of the chain at once. A typical company may have a branch that helps manufacturers plan the best way to send goods, one that owns ships and one that runs the distribution center that holds the goods before their final trip to the retail store. Maybe it also owns an airfreight operation and a trucking fleet.

“The giant employers who are signatories to the PCLCD (Pacific Coast Longshore Contract Document) are all becoming fully integrated logistics firms,” according to the ILE report.

“Logistics” gets defined many different ways. According to the Council of Logistics Management, it means “the process of planning, implementing, and controlling the efficient, effective flow and storage of goods, services, and related information from point of origin to point of consumption for the purpose of conforming to customer requirements.” In other words, it covers the information and planning parts of moving goods as well as transportation and storage.

A new type of company called the “third party logistics” provider (3PL) has sprung up over the last 15 years. These 3PLs may be branches of other firms. APL Logistics and the container shipping

company American President Lines both belong to the NOL Group, for example. Many 3PLs grew out of freight forwarders and NVOCCs. (NVOCCs, non-vessel operating common carriers, make arrangements and take responsibility for cargo that travels on vessels owned by other companies. But 3PLs may not own any ships or trucks or warehouses. These “non-asset based firms” use information and contacts to help other companies use the cargo-handling chain as efficiently and cheaply as possible.

Deregulation and the evolution of technology have made integration possible and necessary.

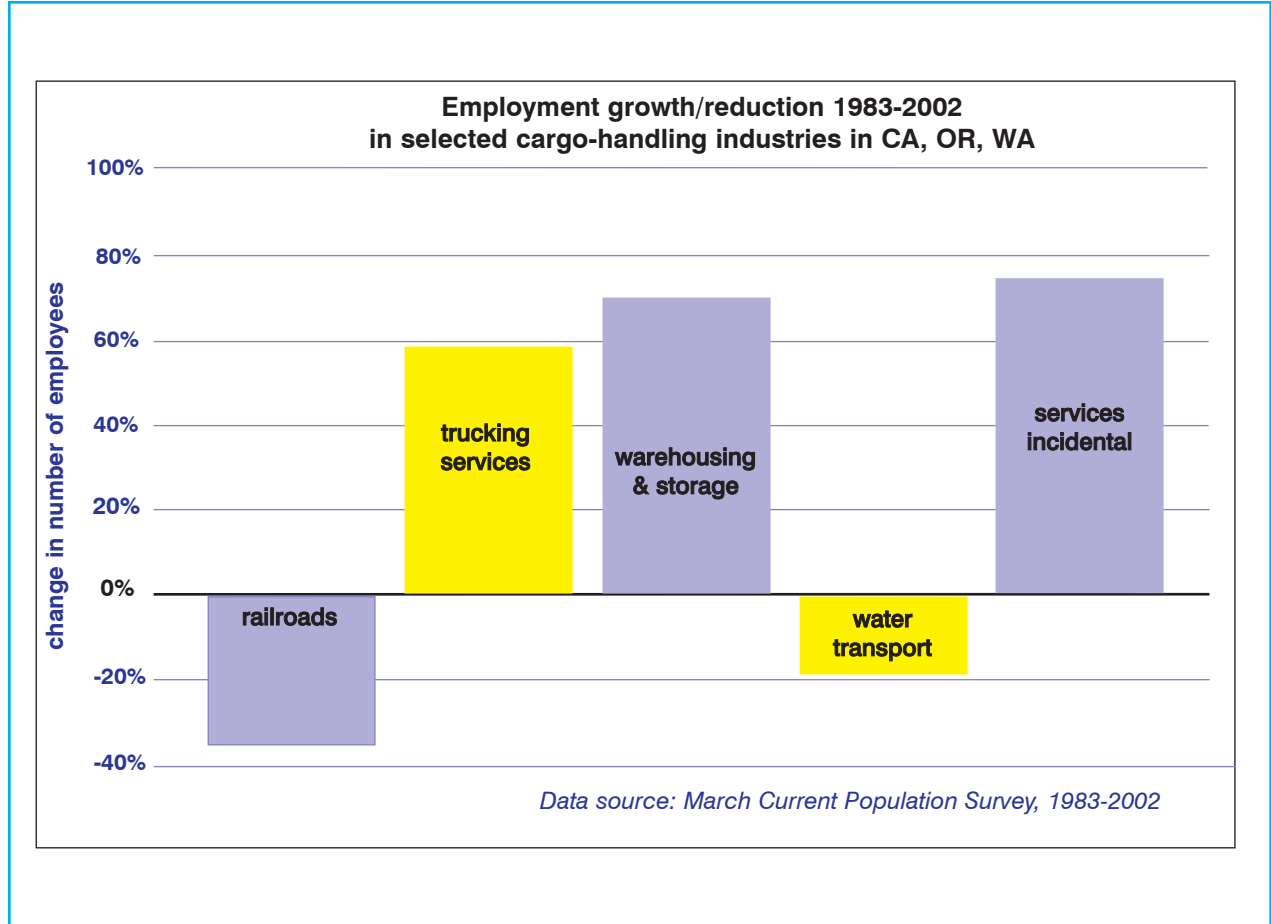
DEREGULATION AND TECHNOLOGY

Before the passage of the federal Ocean Shipping Reform Act in 1998, shipping companies had to make their rates public. They agreed among themselves to keep rates within a certain range and they enjoyed protection from anti-trust laws.

Shipping “reform” allowed them to make secret deals and the rate agreements fell apart. Competition intensified. Rates fell. Profits fell with them, so shipping companies began to branch out. This diversification helped them cut costs and make profits at other links in the cargo-handling chain.

Changes in information technology have changed work and work flow for cargo-handling companies, shippers and ILWU workers as well. Marine clerks used to mark the docks with chalk to show where containers should go.

“We went from chalk and clipboards to calculators and computers,” said Ron Costa of marine clerks’ Local 63.



ILWU work changing and why?

Before computers, paper followed the goods and went through many different hands. Now information can be put into a computer when the goods leave the manufacturer and tracked by computer till the goods arrive at their point of sale. Computerization has enabled employers to send documentation and planning work off-dock and even overseas.

As early as 1989, shipping lines began moving their agency work inland and out of state so they could shed their contracts with ILWU Local 63 OCU. (Workers in the industry caught on quickly and flocked to 63 OCU so they could negotiate job security.)

Stevedoring Services of America, one of the most anti-union of the PMA employers, moved its yard and vessel planning work to Salt Lake City once the work was computerized. Implementation of new technology proved one of the gnarliest issues in the 2002 Longshore Division contract negotiations. The union insisted strongly that clerks should retain the work specified in Section I of the PCLCD, which governs jurisdiction, and keep control over the work process as the technology changed.

Technology has also reshaped retailing practices, and the changes have rippled through the cargo-handling chain.

NOT YOUR MOTHER'S WAREHOUSE

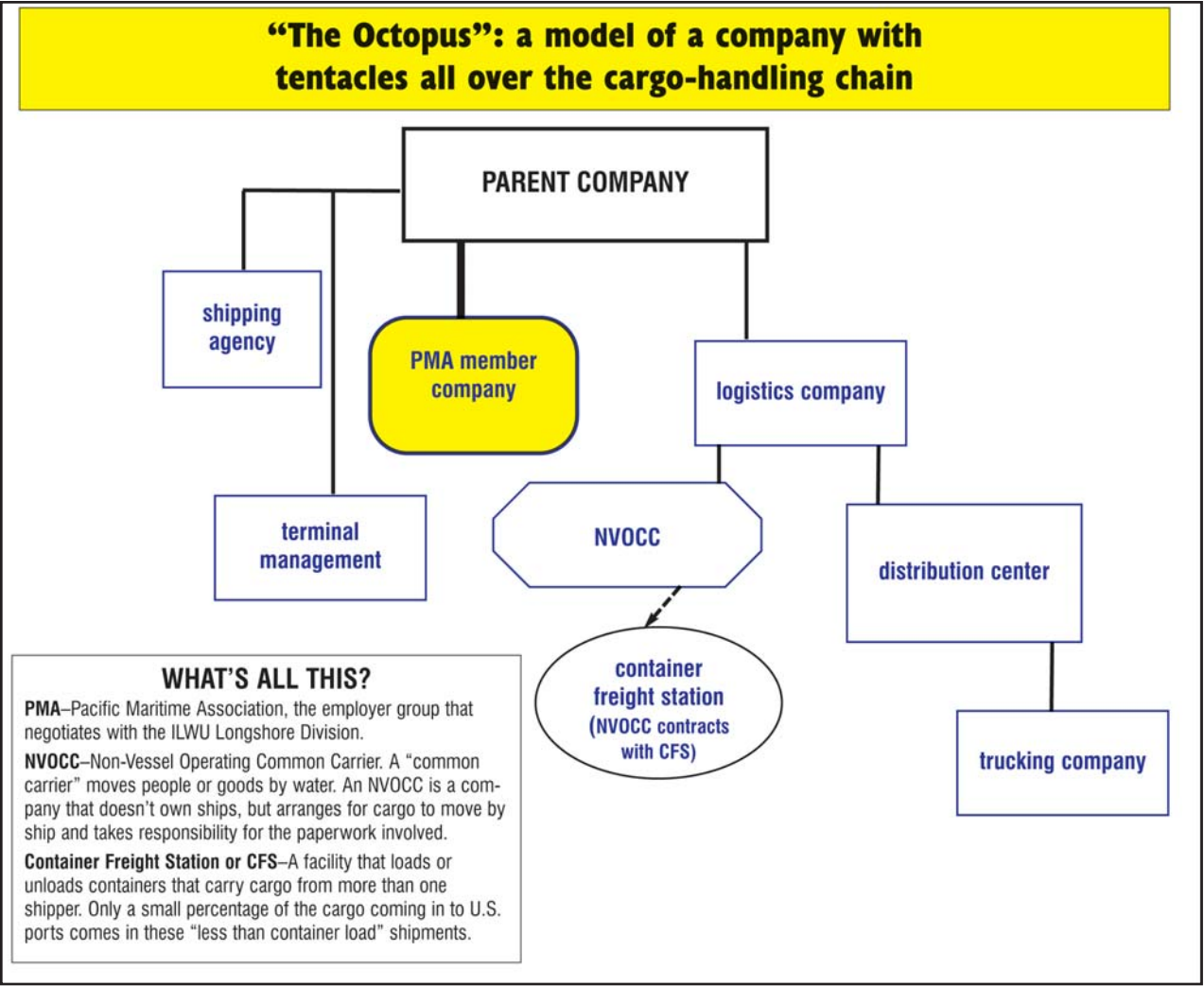
Big retailers like Wal-Mart, Target and Payless now rank among the top importers. They flexed their influence in the West Coast Waterfront Coalition during the 2002 contract fight—and their business practices mold the warehousing end of the cargo-handling chain.

Retailers no longer store inventory in warehouses and hope their good marketing instincts will help keep down the amount of stuff they store but don't sell.

Now they demand more frequent, smaller deliveries tailored to customer demand and delivered "just in time," ready to put on the store floor. Bar codes and computers and the ability to transfer large quantities of data electronically enable stores to collect exact information on sales trends and inventory that needs to be re-stocked.

This information goes to distribution centers, which aim to move goods out as quickly as possible. Highly automated, they often "cross-dock," taking items out of one truck, sorting them and then sending them by conveyor to other waiting trucks. These facilities also provide a range of services to get products "store-ready," such as labeling, shrink-wraping and even assembling.

But modern distribution centers not only handle the movement of goods, but the movement of information about goods. Sophisticated scanners, sensors and computers let them compile this information as the goods flow through. Clerical and technical workers tend the machines, compile data and funnel it to shippers and retailers. They tend to be the permanent employees in facilities that use temporary workers to cope with ebbs and flows of business and to shave expenses.



Shippers are paying more attention now to handling logistics cheaply. "We are at the point now where logistics will make or break a company's profits in the marketplace," the president of a small logistics company told a trade publication. "Everyone can buy the same stuff inexpensively if it's made in China," he said.

GLOBALIZATION PUSHES PORTS INLAND

Capital chases the lowest wages around the world. Employers siphon jobs from the U.S. to countries where they can pay non-union workers wages that barely support life. No news here. But then the goods produced overseas must get shipped to the U.S. market for sale. The huge influx of goods is swamping West Coast ports.

Cargo volume in ILWU ports has more than doubled in the last 20 years. For the last several years, industry analysts have predicted this volume would double and triple by 2020. And the new generation of container ships is coming on line. These new ships will handle nearly 40 percent more cargo than the older models.

"Operations are moving inland, away from the docks, in response to scarce land, overcrowded transportation corridors, and higher labor costs at the port," the ILE researchers found. "Sometimes functions that historically were done on dock are

being performed hundreds of miles inland."

Southern California has seen warehouses and distribution centers mushroom in the "Inland Empire" area, Riverside and San Bernardino Counties. In Northern California, the river port of Stockton boasts the largest concentration of distribution facilities in the country. Warehouses are blooming near Sacramento in Dixon and Woodland, and as far out as Sparks, Nev., where the costs of industrial space run half those in California. Washington State warehousing has grown in the Kent Valley south and east of Seattle.

If you visit Victorville today, you see the skeleton of the abandoned Air Force base, with jumbo UPS, United and Airborne Express cargo planes taking off and landing in one section. But when the development is complete there, cargo will arrive on bills of lading marked for the "Port of Victorville."

Firms watch out for unions when they decide where to locate, logistics expert Evan Armstrong told a trade publication. He put commuting distances, availability of labor and "union activities" on a short list for site selection criteria. "Different parts of a city can have different levels of union activity," he said. (*Plants, Sites and Parks*, November 2004)

BIRTH OF THE OCTOPI

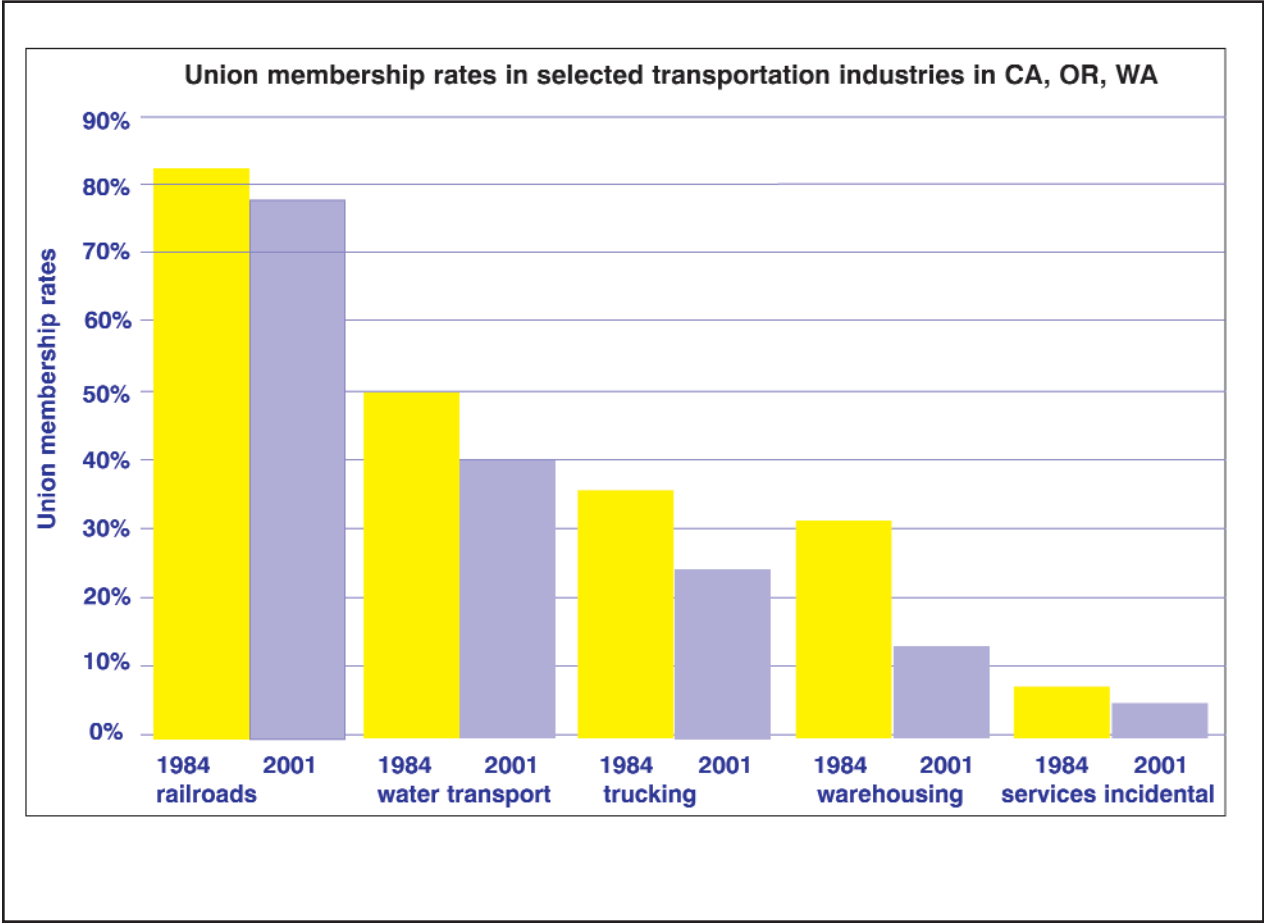
PMA member companies have branched out just as others in the industry have. Their parent companies have tentacles in everything from logistics to warehousing.

"The mobility, flexibility and organizational reach of cargo-handling companies operating in this more integrated supply chain provide companies with a greater capacity to evade the jurisdictional reach of the union," the ILE researchers noted. The organization surrounding a typical PMA company looks like the model in the chart above.

Retired ILWU International Representative Abba Ramos always advised organizers, "Follow the container!" To survive and thrive in the changing cargo-handling industry, the union will need to "follow the bytes" as well, and understand the path of the information about cargo as well as the cargo itself.

As the ILE researchers concluded, "The ILWU must confront the challenge of thinking industrially beyond the docks and organizing the full cargo-handling supply chain whether on or off the docks." This will require not only determined and strategic organizing, but close collaboration with the rest of the labor movement.

To get a copy of the Institute for Labor and Employment Report, "On the Waterfront and Beyond: Technology and the Changing Nature of Cargo-related Employment on the West Coast," send an e-mail to peter.olney@ilwu.org.



AROUND THE UNION

COLUMBIA RIVER DREDGING TO PROCEED

Most of the world's largest ships will soon be able to call on Columbia River ports, thanks to years of lobbying by the ILWU and its coalition partners. The Army Corps of Engineers announced Dec. 9 it would begin dredging the Columbia River as early as this spring.

The Columbia Channel Improvement Project will clear the shipping channel so it will be at least 43 feet deep from Portland to the sea. This comes as a result of political action by the ILWU and its allies—a list of more than 200 unions, cities, ports, business and community groups. The channel should be ready for big ships by the summer of 2007. The only hang-up would be the need for federal matching funds of \$40 million for fiscal year 2006, and that might require additional political work from the coalition if Congress or the president balks. In that case more political action would be required.

Longshore Local 8's Jeff Smith, in his role as Columbia River District Council President, spent four years on the plan. In the process, Smith, the CRDC and the ILWU Legislative office in Washington D.C. lobbied the Bush administration, local governors and Members of Congress for the plan. Congress coughed up \$9 million for the project this year, in addition to several million over the last few years and that's enough to get started. The states sharing the river as a boundary, Washington and Oregon, will chip in a third of the cost between them.

"The river transports 33 million tons of cargo worth \$15 billion each year," Smith said. "The total project cost is estimated at \$150.5 million. The deepening will be done only in the 600-foot wide navigation channel, not in the shallow areas that host threatened and endangered species. Only 3.5 percent of the total river requires deepening."

The news comes at a good time for the port. While Portland enjoyed a large increase in grain and breakbulk tonnage, the container side of the port suffered a 16.4 percent decline in November from the previous year. It's also good news for area producers and consumers.

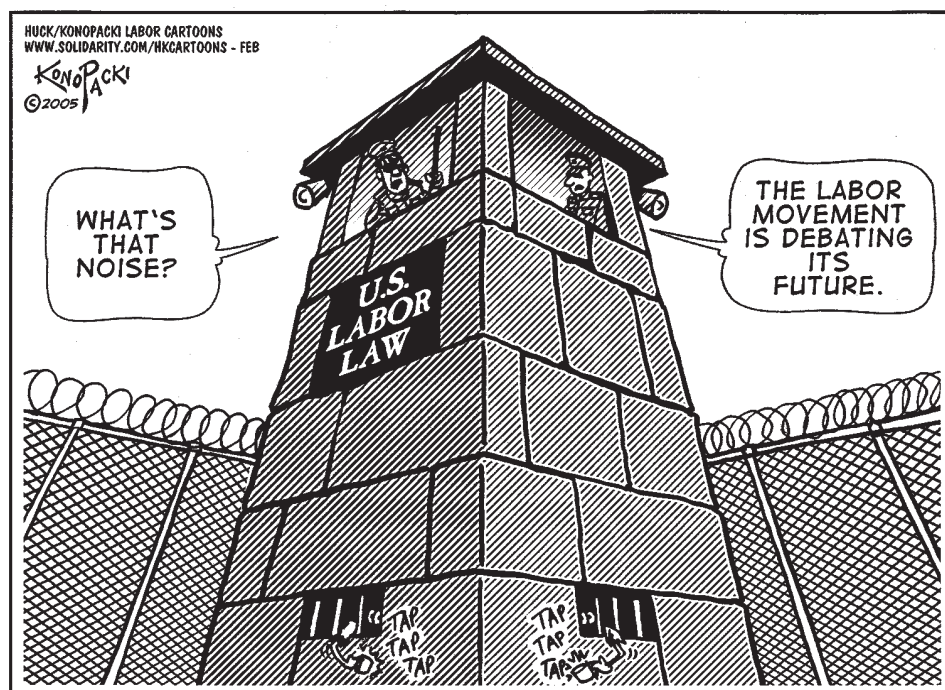
"It's real important that the river stay's dredged because if they had to truck the goods from other ports it would cost us a lot more," Smith said. "The Columbia River ports are number one in the U.S. for wheat exports, but the ships can't leave fully loaded. With the extra three feet draught they would be able to load 8,000 tons more on their vessels. The corn, wheat, soybeans and barley that go down our river come from as far away as Idaho, Minnesota, Nebraska and the Dakotas."

Agriculture is one of the few areas where the U.S. exports more than it imports. Exports last year reached a record \$61.5 billion, while imports hit a record \$51.5 billion.

"If we don't have the river deepened those farmers will have to send their grain to another port and that's going to cost them more money," Smith said. "The livelihoods of people all over the country are involved."

More than 40,000 local jobs with an average wage of \$43,000 depend directly on Columbia River maritime commerce. It brings in \$208 million annually in state and local taxes to the area, according to the Columbia River Channel Coalition.

Congress authorized a study of the dredging in 1989. The study began in 1994 with a cooperative effort involving the Army Corps of Engineers, the river ports and the Environmental



Protection Agency. Bringing the EPA on board at the beginning committed all players to environmental protection. The U.S. Fish and Wildlife Service found no significant effects on wildlife and projects were begun to restore ecosystems by creating wetland habitat, improving shallow water circulation and correcting tides that hinder spawning fish.

—Tom Price

LAWMAKERS HEAR ABOUT CONGESTION, SOLUTIONS FOR LA-LB PORTS

WILMINGTON, CALIF.—Truckers and longshore union leaders told state lawmakers that the plight of independent truckers at the ports of Long Beach and Los Angeles is one symptom of a broader congestion crisis there. They offered legislators immediate solutions to smooth the handling of cargo and to better meet the needs of workers at a public hearing of the Joint Senate Labor & Industrial Relations Committee and the Assembly Labor & Employment Committee attended by some 200 truckers, longshore workers and community members held July 7 at the Banning Landing Community Center.

"You've got China and you've got Wal-Mart and you've got the rest of us in between, and the rest of us don't determine how cargo gets moved," ILWU longshore Local 13 President David Arian said, arguing that the only leverage for truckers—or any port worker—to impact decisions on the docks is through a strong union and worker solidarity.

Independent truckers will only see better working conditions if they are allowed to organize into a union, Teamsters Vice President Chuck Mack said.

"It's amazing in the year 2005 that we see a group of workers in this country who are treated in much the same way as sharecroppers were in the old South," Mack said. "More than anything, drivers in the port need a voice."

Around 11,000 short-haul truckers work in the Los Angeles-Long Beach harbor. Drivers are paid a flat sum for each container they haul. They own their trucks and pay the costs of fuel, insurance, maintenance, taxes and fees.

Several independent truckers testified how they struggle with low wages, the high cost of maintaining truck equipment, long hours and unpaid downtime waiting at terminals for cargo.

Abel Zerfield, who hauls cargo in the Bay Area, said he works an average of 12 hours, five days a week, and makes between \$20,000 to \$25,000 a year.

As congestion has grown, truckers

complain they routinely wait at terminals for hours, their trucks idling, to pick up or drop off cargo containers. Drivers now deliver only one container a day, compared with a previous daily pace of about four.

ILWU officials say that a strong union for truckers could use contract talks to push changes in the practice of terminal operators choosing "priority cargo," where containers are stacked at the docks while big customers get special treatment.

"Warehousing on the waterfront has got to go," ILWU International President Jim Spinosa said, offering broad solutions to congestion at the ports, including dockside staging areas to speed up cargo handling so containers are quickly moved out of the ports.

Spinosa and ILWU Local 63 Secretary Peter Peyton argued that containers could then be trucked to inland ports where cargo could be stacked or processed for delivery.

Congestion, Spinosa said, is at crisis levels owing to inadequate infrastructure and poor management by employers of port space and workers.

In November, the two ports surpassed their previous record number of shipping containers handled—set in 2003—but the boom caused unprecedented congestion on southern California rail lines and freeways.

"This is the diesel death zone," said Noel Park, president of the San Pedro Peninsula Homeowners Coalition. "We are appalled at what is happening down here."

Shipping experts predict a 12 to 14 percent increase in port business for 2005.

Speaking for shipping companies and terminal operators, Pacific Merchant Shipping Association (PMSA) President John McLaurin cited new ILWU casuals, the Pier Pass program and technology as measures being used by industry to speed up terminal operations. But committee chairman Senator Richard Alarcon (D-San Fernando) criticized the PMSA for "a lack of solutions to improve turnaround times and working conditions for the drivers."

Alarcon announced he would push legislation vetoed last September by Gov. Arnold Schwarzenegger that would prevent shipping terminals from barring drivers or charging them late fees if they were unable to get through waiting lines before terminal gates closed for the night.

Taking part in the hearing were Sen. Alarcon, Assemblyman Paul Koretz (D-West Hollywood), Assemblywoman Jenny Oropeza (D-Long Beach), Sen. Gloria Romero (D-East LA), Sen. Alan Lowenthal (D-Long Beach) and Assemblywoman Betty Karnette (D-Long Beach).

—Bill Orton

GUARD'S LOCALS GROWING

Increased container traffic increases the workload and the need for more watchmen on the docks. But some of the recent growth experienced by ILWU watchmen's locals has also come from another source, the increased security response to the terrorist attacks of Sept. 11.

"Three years ago they gave us 15 watchmen per cruise ship and they were mainly worried about things like tour busses running over little old ladies," Bay Area watchmen's Local 75 Secretary-Treasurer Michael Terry said. "Now if you go to Pier 35 it's like the airport, security is far more intense. Because of that our manning requirements for each cruise ship has doubled."

Expansion in the cruise ship industry further increases the dispatch from Local 75 hall.

"Three years ago we had 36 ships calling, this year we had 90, a factor of two-and-a-half," Terry said. "So now we send twice as many per ship, and there are two-and-a-half times more ships, meaning our staffing has increased by a factor of five."

Overall, Local 75's dispatch has quadrupled in two years, from 70 jobs a week to 300. Terry has so much dispatch work he sometimes takes it home, and he's at it until as late as 10 p.m.

"Sept. 11 has increased our staffing in the East Bay, though I'd take it back in a heartbeat if those events hadn't occurred," Terry said. "Now we're all checking each other out. Three years ago a longshoreman would wave at our guards and go to work. Now, because of all the ID-checking, our staffing has grown tremendously."

Warehouse Local 26 in Los Angeles reports more than 50 new registrations, and 25 more on probation, in its watchmen's division during 2004, according to local President Luisa Gratz. More guards will be registered this year, the exact number to be negotiated with the employers.

Local 26 pressured the employers and got extra training for watchmen prior to the terrorist attacks. In the 21 years that Gratz has serviced the bargaining unit, it has grown from 55-65 people to 350. The union's contract now prevents outsourcing and protects workers from arbitrary firings. A fair promotion process also includes sergeants, who were put under the contract in the bargaining unit. Dispatch has been computerized and made fairer by rotation based on hours.

"We now have training we didn't have before," Gratz said. "All registered guards and casuals have diversity training, training in CPR, first aid, industry safety, hazmat, crowd control, terrorism, fire extinguisher use and other training required by regulations and the contract. We now have job descriptions for each facility that serves as a work preservation clause for the watchmen, and an improved grievance procedure."

Union contracts have elevated the guards' jobs to the professional status they deserve, and Local 26 base pay will rise to \$23.22 this July. Southern California guards also have more responsibility since 9-11.

"Our people are on the front lines, and are often 'first responders,'" Gratz said. "We have initiated community emergency response training, and quite a few of our members volunteered to participate. We have been meeting with the Coast Security Committee and the Coast Guard and fire department to see that all dock workers get trained."

—Tom Price

OSHA Chief retires amid labor criticism

By Mark Gruenberg
PAI Staff Writer

As he steps down from his post running the Occupational Safety and Health Administration, John Henshaw claims there is more business cooperation with the safety agency than ever before.

But labor, which has been at odds with George W. Bush on a wide range of worker issues, has a sharply different view of Henshaw's rule. It says OSHA was handicapped by his boss, Bush, and that the agency is getting cooperation because it's now toothless. These opposing views symbolize Henshaw's tenure.

In an interview with Press Associates Union News Service, Henshaw said one way he believes OSHA has improved is that it has converted the attitude of many—if not most—businesses and trade associations from outright hostility to job safety and health to cooperation.

"We still find workplaces that haven't recognized the value of safety and health. But one area we're improving is in our ability to focus enforcement" on the worst violators, he said.

But AFL-CIO President John J. Sweeney noted that the Chemical Safety and Hazard Investigation Board, an independent federal agency, recently criticized OSHA's lack of rules to protect workers against explosions from mixtures of chemicals.

"In 2002, OSHA stopped work on a reactive chemicals rule and in 2003, OSHA announced it would address the problem solely through outreach and voluntary cooperative programs with the chemical industry. Putting corporate interests over worker safety is leaving workers in serious danger," Sweeney said.

That Sweeney criticism could be multiplied any one of a number of times during Henshaw's tenure, which ended Dec. 31.

A nonpartisan industrial hygienist from St. Louis, Henshaw took office in August 2001, just after Bush and the GOP threw out one of OSHA's major efforts, its 10-year-long development of a rule to cut down ergonomic or musculoskeletal disorders (MSDs).

That MSD fracas set the tone for labor's relationship with Henshaw's OSHA. But some issues were out of his hands. Labor Secretary Elaine Chao made that clear. At her very first meeting with the AFL-CIO Executive Council that year, she said decisions on ergonomics were "above my pay grade." In other words, they were made by the White House, not OSHA.

The uproar about the ergonomics rule illustrated her point. It forced Chao to appoint an advisory panel to hold hearings on MSDs, starting literally all over again despite massive evidence from past scientific reports of the harm that MSDs cause to at least half a million workers a year.

The MSD panel's witness list was stacked with business representatives and pro-business academics. Its final report, issued in November 2004, recommended more studies of MSDs, plus posting examples of success on OSHA's website—and nothing else.

On job safety, as on so many other labor issues, final decisions were made in the White House. And Bush had already made clear, in his prior campaign and during his reign as Texas governor, that he is pro-business and anti-regulation.

Labor says OSHA is business-friendly because, among other things, existing health and safety rules are the only ones. It points out Henshaw's OSHA withdrew proposed rules dealing with everything from tuberculosis exposure to MSDs to requiring companies to pay for work-

ers' safety equipment, such as gloves.

During the past four years, OSHA has not proposed one new rule or updated an old one, and some of its job safety and health rules are more than 30 years old, critics add. OSHA is under a court order, in a case brought by PACE (Paper, Allied-Industrial, Chemical Employees), to produce a rule governing exposure to a dangerous substance, hexavalent chromium.

But Henshaw responds that a major achievement of his OSHA is that "we have convinced them"—businesses, but especially trade associations, which were OSHA's leading foes—"that we are not just enforcers, but helping them to improve safety and health, and productivity."

He cites declining numbers of on-the-job fatalities and injuries as evidence, but still says—since he gets the death and injury report every two weeks—that they're too high.

"We're changing the image of the 'OSHA Cowboy,' and that we're not just out there to catch someone doing something wrong," Henshaw said. He cites cooperative efforts, such as the Voluntary Protection Program, partnerships with unions, firms and associations, and OSHA consultations with businesses about safety and health processes and procedures.

"As a result, now they're calling us in to help add values" of safety and health on the job, he says. His point is that OSHA creates a culture of "sustainable change" at businesses, where safety and health become a built-in part of the job, and the agency does not just concentrate on enforcement.

In past years, corporate executives often rejected safety and health concerns, Henshaw acknowledged. His industrial hygiene colleagues reported similar resistance. Even now, not all businesses accept such concerns, he added.

Despite OSHA's emphasis on cooperation and concentration on most-hazardous industries—such as construction, health care and food manufacturing—Henshaw said there are still companies that have the old view of OSHA as an enforcer, especially of what he called "nit-picking" rules.

"I have no way of assessing how many still say that, in absolute terms. But as we continue more and more on the same track, they'll have to put their old views aside," he said.

Labor is dubious that Henshaw's "same track" was worth being on in the first place.

"Today, many serious hazards are not regulated at all or subject to weak and out-of-date requirements," AFL-CIO Safety and Health Director Peg Seminario said in an Internet statement.

"For example, OSHA has been unable to update permissible exposure limits for toxic chemicals. The levels in place are largely 1968 limits adopted as standards in 1971," she said. "Most were set in the 1940s and 1950s based upon the scientific evidence then available. Moreover, many chemicals now recognized as hazardous were not covered by the 1968 limits."

"Instead of fighting each other on issues, we need to find ways to agree and work together," Henshaw responded. "But this is going to grow and snowball as the enlightened employers understand safety and health adds value. But we'll still be improving on enforcement and compliance."

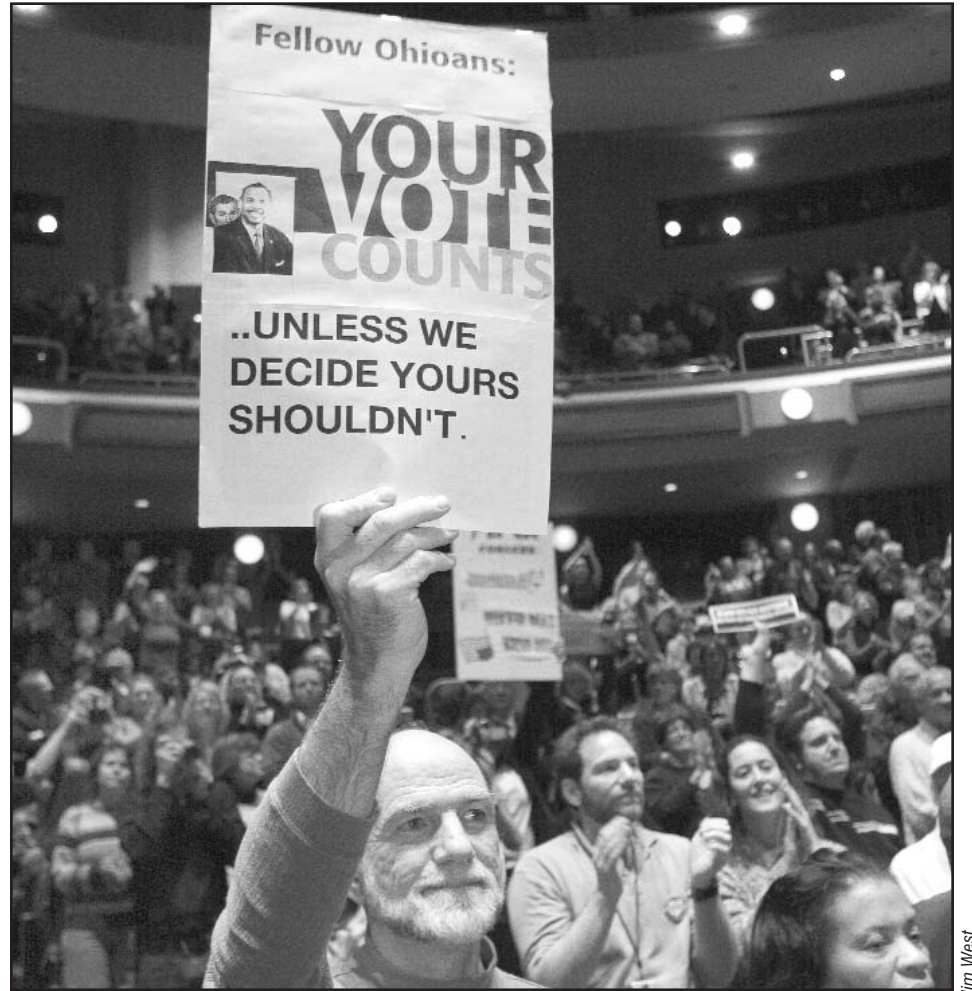
Whether Henshaw is correct is partially, but not wholly, up to the next administrator. Henshaw said that, for whoever it is, there will still be "bumps in the road" on safety and health.

One may be OSHA's budget. Bush

has tried in the past to cut it, and—given the war on terror and other commitments—may try again. That decision is above the new administrator's and/or Chao's pay grade.

Another may be the ideological bent, if any, of the next administrator. Henshaw, who was non-political, is retiring, as is his top deputy. A published report said Chao appointed

Texas attorney Jonathan L. Snare as deputy assistant OSHA secretary and acting administrator. Snare is former general counsel to the Texas state senate redistricting commission and the state GOP, at a time when House Majority Leader Tom DeLay (R-TX) redrew Texas congressional lines to successfully beat five House Democrats.



Jim West

Ohio vote count challenged

COLUMBUS, OHIO—JAN. 3, 2005: Charging that George Bush's victory in the Presidential election was tainted by cheating in the key battleground state of Ohio, nearly a thousand activists rallied here to demand that all votes be counted and that an investigation of irregularities be conducted.

Ohio Secretary of State Kenneth Blackwell has certified results showing that Bush defeated John Kerry by 119,775 votes in Ohio. Had the state gone the other way, Kerry would have been elected President.

But opponents say there were too many problems on Election Day in Ohio to be accidental. They cite long lines that forced voters in some heavily African-American precincts to wait hours to vote, sometimes in the rain, because fewer voting machines than usual were delivered, while voting machines were adequate and lines short in Republican districts.

"I waited for one and one-half hours but heard that it was a three-hour wait," Heather Shannon, a Columbus voter, said in an affidavit. "I had to leave because I didn't have anyone else to watch my child. At the time I was there, only two machines were working."

In rural Warren County, elections officials cited a non-existent terrorism warning to justify counting the ballots in secret.

In several places, problems were reported with electronic voting machines. Some voters said that when they pushed the Kerry button, the machines indicated a vote for Bush. Others said their machines had changed a Kerry vote to "no vote." Some are suspicious because Warren W. O'Dell, CEO of Diebold, Inc., which makes many of the electronic voting machines, was a strong supporter of the Bush re-election campaign. O'Dell is on record as being "committed to helping Ohio deliver its electoral votes to the President."

Rev. Jesse Jackson and Congresswoman Stephanie Tubbs Jones were the key speakers at the rally. Jackson said he was angered that Blackwell, Ohio's chief election official, was also co-chair of the Ohio Bush-Cheney re-election campaign. Speaking only a few miles from Ohio State University, Jackson spoke of OSU's traditional football rivalry with the University of Michigan. "How would you feel," he asked, "if you arrived in Ann Arbor to find the referees wearing [Michigan colors] maize and blue?"

On Jan. 6 Sen. Barbara Boxer (D-CA) joined Congresswoman Tubbs Jones in objecting to the Congressional certification of Ohio's electoral votes, citing the numerous irregularities that occurred throughout the state and the Constitutional guarantee of the right to vote.

"Every citizen of this country who is registered to vote should be guaranteed that their vote matters, that their vote is counted, and that in the voting booth of their community, their vote has as much weight as the vote of any Senator, any Congressman, any President, any cabinet member or any CEO of any Fortune 500 corporation," Boxer said on the floor of Congress.

The action forced both houses of Congress to discuss and debate the problems for two hours before the Republican-dominated legislature voted to give Bush four more years anyway. The actions of the Congressional representatives and Sen. Boxer at least caused the media to acknowledge the allegations of voter fraud and suppression, even if most dismissed them as inconsequential.

[A long list of election day problems in Ohio is posted at <http://freepress.org/departments/display/19/2005/1067>.]

—Jim West

ILWU Locals spread holiday goodwill

Each year during the holidays, ILWU locals coastwise feed homeless families, visit sick children in local hospitals and promote education of underprivileged children with their generosity and volunteerism. Activities vary from local-to-local, but all share a commitment to give back to their communities, to help the most vulnerable and lift up the spirits of families and children in need.

In Portland, clerks' Local 40's Dawn DesBrisay helped coordinate a toy drive for Caring Communities of North Portland generating more than \$9,000 worth of toys and \$750 in cash donations for children of low-income families. Members of the Columbia River area locals 8, 40 and 92 placed toys into collection bins at each dispatch hall and at regional credit unions. The locals also gave \$1,500—as they do each year—to local food banks, including Labor's Community Service Food Bank, the Carpenters' Union Food Bank and Trinity Church Food Bank. Local members also delivered donated toys to the Shriners' Hospital for Crippled Children.

Helping DesBrisay manage the gift drive were Art Easterly (Local 40) Jerry Bitz (Local 40 dispatcher) Jeff Smith (Local 8 Vice President) and Pat McLain (Local 8 Public Relations Director). Kathleen Harrison (40), Mark Dreith (40), Edwinna Kirk (8), and Gayla Dreith and Bob Yates (Local 8 federal credit union) were all instrumental in making this year's toy drive a success. ILWU locals 8, 40 and 92 collected and delivered nearly 700 gifts, including 100 bicycles and helmets, to the Caring Community for their 2004 Holiday Gift Drive. This is the third year the ILWU has been involved and was the main sponsor of the event.

"I am happy to say that, because of the ILWU's generous donation, a thousand people in Multnomah County received a gift this holiday season," DesBrisay said.

At longshore Local 53 in Newport, Ore., members made a \$500 donation for the second consecutive year to the Olalla Center for Children and Families to enhance their Christmas. The Center is a private, non-profit organization providing



Local 23 member John Simmons assembles one of the many bikes donated to the toy drive.

intensive mental health day treatment for children with severe emotional and behavioral problems and their families.

The "Yes We Can" program in Wilmington, Calif. coordinates volunteers and charitable giving from Local 13 members to needy community groups throughout the year, and especially during the holiday season. Lisa Tonson, the program's Community Involvement Coordinator said that Yes We Can raised more than \$45,000 this year for community causes and fed more than 1,700 families Thanksgiving dinner. At a similar Dec. 22 Christmas dinner, members joined with volunteers from St. John Fischer Catholic Church of Palos Verdes to serve a holiday lunch to over 1,200 people.

Yes We Can also donated gifts from its annual toy drive to area organizations like the hotel workers of Local 11 UNITE HERE!, the Harbor City Day Labor program, Youth Awareness in the Raw (a drug-rehabilitation parenting program) and the Foster Children Adoption Information Center. A special holiday donation of \$1,000 was made to the Benjamin Banneker Special Education Center. More than \$5,000 was raised for the legal defense of the so-called "Katarina 15," a group of Filipino sailors arrested aboard a tramp ship in the harbor back in November. Tonson even bought them calling cards to reach their families back in Manila.

Tonson said that Yes We Can identifies families as well as groups in Southern California that need a helping hand. More than \$6,000 was collected from members at the monthly stop-work meeting for a family whose mother was gunned down in front of their home just weeks before the holidays and whose father still carried a bullet in his ribcage. Yes We Can also granted the Christmas wish of four children who had just lost their mother and father to cancer, donating \$1,000 to the children. In total, Yes We Can helped more than 50 regional community organizations in 2004.

Longshore Local 19 in Seattle established a non-profit charitable organization, ILWU Christmas for Kids, in 1986 to help identify and donate to local community groups. The charity's donations are administered through the local's International Longshore Benevolence Association. This year's union toy drive brought smiles to the faces of children in more than 200 local families. It also served as an opportunity for the wife of one union member, Leona Cunningham, to re-engage younger members' interest in the community work of the local Auxiliary 3. The Auxiliary and the Christmas for Kids volunteers identify needy families with the help of local

groups that work most closely with them, including People Helping People and Plateau Outreach Ministries in nearby Enumclaw, Wash.

Longshore workers hand-deliver all presents to the families, making for some often poignant moments. Local 19 Recording Secretary Curt Cunningham stopped by the house of a family with eight children and an empty space beneath a neatly trimmed Christmas tree.

"As soon as I would read a child's name aloud, the boy's or girl's eyes would light up," Cunningham said. "Then I noticed that one of the younger boys was standing next to his mom crying. I asked him why he was crying."

"Because I didn't think that Santa was coming," the little boy replied.

"His reaction made me realize that Santa Claus does exist. He's just more than one, solitary person. It's up to all of us to be Santa," Cunningham said. Each family member was also given a \$20 certificate from a local supermarket to buy Christmas dinner.

In Tacoma, Wash., Dragan Butorac was appointed this year to oversee all charitable donations by Local 23 and has made improvements in how the union's contributions reach promising, underprivileged students by strengthening the local's relationship with the Tacoma County Public Schools system. Working with school officials to identify needy families, Local 23 now gives more than \$10,000 a year to students in the form of \$200 gift certificates for school supplies at a local department store. Schools in Fife, Wash. also recently joined the program, which has existed since 2000.

Butorac said that Local 23's Second Annual Christmas Toy Drive was a phenomenal success, with an estimated \$10,000 worth of children's bicycles donated to the drive, along with \$30,000 worth of other toys. The toys and members' donations will go to children in regional foster care programs, to military families at nearby Fort Lewis, to St. Leal's Hospitality Kitchen (where local members volunteer every third Saturday) and to private groups like the Food Connection. Many of Local 23's community donations were matched by the Gottfried and Mary Fuchs Foundation, a private, philanthropic organization based in Tacoma.

"To local members throughout the Northwest who contributed this season in Tacoma, we at Local 23 and the surrounding community would like to give you a big, hearty 'thank you,'" said Butorac. "You've made this holiday much, much brighter for so many children and their families."

LETTERS

OUR PAPER, OUR BELIEFS

Let's call it right. I am very happy to be receiving *The Dispatcher* on a regular basis. It's great to still be able to receive word on our past, our present and our future through this great newspaper.

And as a strong Democrat who believes from his heart that we must support and take care of the poor, bleeding and very much mistreated unorganized workers in this country and out, whether they are Republicans, Democrats, Freedom Party or whatever we wish to call ourselves, we do it through the democratic procedure called organizing that will require a vote of the majority.

Do we support our party, the Democratic Party, over the others? Of course we do. Do we cry when our candidates are made fun of in the private industry, or in newsletters sent out to their supporters? I have not seen this.

The brother who trashed our support for Kerry, in regards to his opposition to cartoons in *The Dispatcher* of Bush, should hold back and not make foolish statements. His party won.

He can be proud to support war, world hunger, overworked-underpaid workers, cuts in Social Security for future retirees, cuts in Medicare, cuts in education, not supporting our troops by not giving them the tools they need.

So each man and woman who dies on foreign soil from lack of equipment and our President says no mistakes have been made, one more will fall.

And a union member shows frustration over our rights (no matter what party) to express our opinions through whatever means. Shame. Where has he been through his union's life?

The Dispatcher has my respect!

—Larry DeGaetano, retired
Local 6 Past President

KEEP HEALTH CARE FOR ALL UP FRONT

Re: October, 2004 article "Health Care for All..."

Good article. We need more of the same. The Bush administration's rhetoric about putting the government in charge of health care is misleading, and also ignores one all-important fact: Medicare is a govern-

ment program. Its administrative costs are around four percent, as opposed to the fee-for-service system that carries with it administrative costs of over 25 percent. Oh sure, Medicare has its shortcomings, but those problems exist because Congress refuses to adequately fund Medicare services. A National Health Care Program would correct this fault.

An informative discussion on national health care can be found on the web. Search for an Aug. 2003 article by doctors Woolhandler and Himmelstein entitled "Administrative Costs in Market-Driven U.S. Health Care System Far Higher Than in Canada's Single-Payer System." You'll discover that proponents of national health care show how everyone in the U.S. can receive medical care for all medically necessary procedures without any increase in the amount of money currently spent on health care. You'll also find that national health care will not obstruct patients' rights to choose their own doctors, and will not interfere with patient/doctor interaction.

We need to keep this issue on the front burner. The fee-for-service crowd is spending millions and millions of advertising/lobbying dollars in its attempt to frustrate any meaningful dialogue on national health care. So far they've succeeded. You might say that the animals are in charge of the zoo.

We, the people, deserve to be given the facts. Once we have them we can make the right decisions. Organized labor must make national health care one of its top priorities in 2005. The ILWU can and should use its influence in that regard. In closing I'll leave you with the following two quotations:

"The issue of universal coverage is not a matter of economics. Little more than one percent of GDP [gross domestic product] assigned to health care could cover it all. It is a matter of soul."

—Uwe Reinhardt

"In this insanity of economics of healthcare, the patient always loses."

—Peter Van Etten, President, Stanford Health Services.

—Richard Austin, Local 32 pensioner
And PCPA representative to the Coast
Benefits Comm.



PEOPLE

Art Johnson remembered by his friends

by Tom Price

Longshore Local 53 lost its president last July when Art Johnson passed away after a battle with leukemia. The illness took him swiftly, and much too soon, his many friends say. He was in his 57th year.

Johnson was born July 17, 1947 in Puyallup, Wash. His family moved to Portland when he was two and he grew up there. He attended Portland's Grant High School, graduating in 1965. Then he moved to Newport, Ore. in 1969, worked as a casual for about 13 years and became a registered longshore worker in 1988. Johnson had been president for about 10 years, according to his friend, Local 53 Vice President Tracy Burchett.

"We were president and vice president alternately," Burchett said. "One of us would get tired of it and the other would take over."

Since Newport is a "low work opportunity port," Local 53's members travel often to other ports for jobs. Longshore Local 8 dispatcher and International Executive Board member Jerry Ylonen learned much from Johnson.

"As he traveled, sleeping in his camper, he taught us of the hardships of longshore workers moving between ports for work," Ylonen said. "He probably had the last job in the hall, it wouldn't be the most fun job, but I loved working with him because he was always fun, and he'd make a bad job into a good job with his sense of humor."

Burchett remembers Johnson's humor and work ethic.

"He was always telling jokes, he was a walking encyclopedia of jokes," Burchett said. "He used to be called 'Everyday Art.' Any time there was work he'd be there. He felt strong

about the union, it had given him a lot and he wanted to give a lot back. He hadn't been in any other union prior to this one, and he was really amazed at the brotherhood in this union."

Clerks' Local 34 retiree Steven Paich remembers Johnson as a guy who could get people together, work off the rough edges and get things moving.

"Art was a great longshoreman," Paich said. "He was a longshoreman's longshoreman. I knew him since he attended his first caucus. I was a Local 10 BA at the time. He was instrumental in bringing the Coast together from the North West to California. He did a lot of good things for the ILWU. He was one of the best I've ever known. Here's a man who came from the smallest of ports who did so much for the ILWU."

Burchett battled alongside Johnson for members' rights.

"He had a knack for listening to both sides," he said "Sometimes I'd get frustrated and he'd just sit back calmly, and nothing would get to him. But when he had a vision to go somewhere, he'd follow that through. He never dropped the ball, and if he said he was going to do something, he did it. You could always count on him."

Johnson fought hard for the ten-worker rule at the small ports, and he is given much credit for getting the rule established in the 1999 longshore contract.

"Other people started the battle,



Tom Price

Art Johnson at the 2002 longshore contract caucus with his Columbia River area friends. (Left to right) Doug Getchell (Local 12), Jim Daw (Local 8), Jerry Ylonen (Local 8) and Bruce Holte (Local 8).

but Art finished it off," Burchett said. "That means no port can go below ten longshore workers. In Newport we were down to eight guys, it was hard to fill a gang. This affects all ports, and in this way no port comes up short when they need people. He just kept beating on the door until we got it.

"We traveled to Seattle, Olympia, Tacoma, Aberdeen, you name it. He had a wife and one son, Matt. We just took him in. It was his dad's wish that

his son should work on the docks if he wanted to."

Ylonen remembers the brotherhood Johnson showed his fellow workers.

"He was proud to be considered a member in good standing of The Club of Longshore workers up and down the Coast," Ylonen said. "When he was here we always had a shot of scotch when we finished work. Last time he bought. Next time I see him, it's my turn to buy."

Remembering Otilie Markholt—Labor Historian/Activist

By Ron Magden

Otilie Markholt's passing on November 25, 2004, in Tacoma, Washington, leaves a major vacuum in the field of the history of labor in the Pacific Northwest. For 69 years she dominated the field as the tireless and sometimes controversial author of a dozen books and hundreds of articles on unionism. Her most notable volumes were "To Live in Dignity" and "Maritime Solidarity." Her knowledge of the historical sources was encyclopedic. She began interviewing labor leaders such as Wobbly Ralph Chaplin, Sailor Pete Gill, and Longshore Worker Tiny Thronson in the early 1930s. Ralph Chaplin was a close personal friend until his death in 1961. Otilie

Markholt's writing style was unmistakably trenchant, forceful and devoted to the preservation of labor's point of view.

Otilie Markholt was also a labor activist, particularly in the activities of the Pierce County Central Labor Council. In spite of her desire to be an anonymous rank-and-filer she became a celebrity. She was the first chair of the Education Committee, a co-founder of both Solidarity Day and the Pacific Northwest Labor History Association. The Tacoma Historical Society gave her its Murray Morgan Award for outstanding scholarship in 1995. Whether writing history or walking the picket line, this scholar-activist showed bulldog determination in support of labor causes,

backed by biting disdain for those who were opposed—or even worse, indifferent.

Born in Candle, Alaska on February 25, 1916, Otilie moved to Seattle with her parents when she was three years old. She was the valedictorian of her class at West Seattle High in 1934 and attended the University of Washington for two years. Otilie raised her two sons while working in Tacoma trade union offices, where she retired from Local 23 of the Office Employees International Union in 1981. Others will be able to benefit from her diligent research as her extensive archival collection of labor documents has been donated to the Special Collections department at the University of Washington's library.

Otilie is survived by her two sons, Bob and Lee Markholt; her four granddaughters, Lee Ann Allahyar, and Anneke, Anna, and Amy Markholt; five grandsons, Bob, Joe, Lee, and Alfred Markholt and John Theiler; three great-granddaughters, Amanda and Uriah Markholt and Ari Allahyar; two great-grandsons, Dustin Markholt and Kelly Allahyar; and one great-great-grandson, Caleb Crockett. She was often joined on union picket lines by her sons and grandchildren.

A memorial celebration of Otilie Markholt's life was held January 30, 2005 with the time and place to be announced. She asked that memorial donations be sent to the Pacific Northwest Labor History Association, PO Box 75048, Seattle, WA 98125.

Longshore retired, deceased and survivors

RECENT RETIREES:

Local 4—William Rasmussen; **Local 8**—Steven McAvoy, Robert Fambro; **Local 10**—Richard Estrada, Harold Dickerson, Charles Butler Sr., Myron Robinson, David Silva; **Local 13**—Charles Valle Jr., Maria S. Ramirez, Everardo Navarro, Frank Gutierrez Jr., Mickey Henderson; **Local 19**—Robert Hein, Donald P. Rizzo, William T. Lassiter; **Local 23**—John Dover; **Local 25**—Gary Troxel; **Local 27**—Richard Deane; **Local 34**—Murphy Drayton, Lee Trezos, Robert Powers; **Local 52**—Jerry Storvic, Rodney Cluphf; **Local 63**—James Stamper, Gerald Shaffer, Frederick Williamson, Molleen Ivceovich, Paul W. Ybarra, Rodger Mattson, Kenneth Potter, Billy Hurd; **Local 92**—Norman Dinsmore, Loren Strom, Tony Karlich, Frank Harvey,

Armando Gagliardi; **Local 94**—Mark Oreb, Abraham Castillo.

DECEASED:

Local 4—Peter Van Prooyen; **Local 8**—Carroll Colton, Jack Armstrong, Leeman Anundi (Opal), Richard Miller (Dorothy); **Local 10**—Frank Galuzzo, Nick Loscutoff, Milton Hunt, Clyde Carson (Brittney), W. L. Williams (Cecilia), Walter Branner (Jessie), Joseph Warneke, Clyde Carson, Raymond D. Ojeda, Murphy Green Sr., William Lew, Edward Baumgarten (Bernice), Charles Lawrence (Marie), Lee Perkins (Stella), J. D. Jimmerson (Betty), Michael Gray (Katherine); **Local 13**—Julio A. Mora, Rudolph Schimmick, Lee Houston, Ernest Mendoza (Anita), Julian Oriel (Dolores), Raymond Gonzalez (Darlene),

Luis B. Baker, Phillip Lewis, Albert Oliver Jr., Andrew Sims (Barbara), John Palica (Toula), S. R. Gutierrez (Esther), Ricardo Ortiz (Sandra), John Hazard (Anne); **Local 19**—Johnie Wilson, Frank Olguin, Bobbie King (Howard); **Local 21**—Richard Holcomb; **Local 23**—Gail B. Evans, **Local 34**—Elias Metzger; **Local 40**—Robert Porter (Verna), John E. Olson Jr. (Patricia); **Local 50**—Edwin Lahti (Carol); **Local 52**—Peter Cvitkovic, James Simms, Thomas Casey; **Local 54**—Ignacio Guzman (Beatrice); **Local 63**—Sammy De Luca (Frances); **Local 91**—John Ransome, Jan Stougie (Ema), Robert Fuller (Ozella); **Local 98**—John Alexander (Pecola). (Survivor in parenthesis.)

DECEASED SURVIVORS:

Local 8—Anne Seal; **Local 10**—Carrie Randolph, Naomi Milton, Willie Ozene; **Local 12**—Esther Russell; **Local 13**—Ann Marie Purcell, Lucia Donatoni, Josephine Martinez, Ella Knox, Onorina Lavarini; **Local 19**—Gloria Dorris, Miriam Moork, Ethel Swartz, Lorraine Spellacy; **Local 21**—Flossie Hansen, Esther Raappana; **Local 24**—Leona Bjorndahl, Gertrude MacKenzie; **Local 26**—Emily Lease; **Local 34**—Claire McNaboe, Doris Roeckner, June Stone; **Local 52**—Ellen McNamee; **Local 63**—Helen Meyer, Virginia Buth, Joyce Tabor; **Local 92**—Maija Rogers; **Local 94**—Wava Nelson, Dolores Espinosa; **Local 98**—Helen Boskovich, Mabel Thorsen.

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